

# AUTOSPORT

**1/6**

EVERY FRIDAY

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January 18, 1952

BRITAIN'S MOTOR SPORTING WEEKLY



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AGAIN? — RIVIERA RENDEZVOUS — JOHN BOLSTER —





# FRAZER-NASH *and* **K.L.G.**

## A YEAR OF TRIUMPH FRAZER-NASH IN 1951

**TARGA FLORIO, SICILY**  
(375 miles over open roads)  
1st, general classification

**GIRO DE SICILIA**  
(675 miles over open roads)  
1st, International  
2-litre Sports Class  
4th, General Classification  
(194 starters)  
1st non-Italian car  
New class record

**MILLE MIGLIA**  
(1,050 miles over open roads)  
1st non-Italian car  
8th General Classification  
(309 starters)  
2nd, International  
2-litre Sports Class

**PRODUCTION CAR RACE,  
SILVERSTONE**  
1st, 2nd, 3rd, 4th  
& 5th, Division I  
Fastest lap of the day  
(88.13 m.p.h.)  
Sports-car record for course

**LE MANS 24-HOURS**  
Fastest laps, 2-litre Class,  
by both Frazer-Nash entrants  
Both Frazer-Nash  
entrants finished  
(1,962 miles, 1950 miles)

**GRAND PRIX OF ENNA**  
Sicily  
(165 miles over open roads)  
1st, General Classification  
Fastest lap of the race

**BRITISH EMPIRE TROPHY,  
ISLE OF MAN**  
1st & 2nd  
Fastest laps  
Sports-car record for course

**INTERNATIONAL SIX DAYS  
ALPINE TRIAL**  
1st, 2-litre Class  
Winner Coupe des Alpes  
Equal fastest time,  
final test

**TOURIST TROPHY, IRELAND**  
1st, 2nd & 3rd, 2-litre Class  
3rd, General Classification

**SHELSET WALSH HILL CLIMB**  
Fastest  
Production Sports-Car  
Sports-car record,  
1,501 c.c. — 3,000 c.c. Class

**BO'NESS HILL CLIMB**  
Fastest time of day  
(including racing cars)  
Sports-car record

**INTERNATIONAL CLASS 'E' RECORDS**  
120.13 m.p.h. for 200 miles  
(Fastest lap 123.92 m.p.h.)

*Subject to official confirmation*

The list of Frazer-Nash successes in 1951 is remarkable enough for its length and splendour, and even more remarkable because all this was achieved by privately owned, privately entered cars, often competing against redoubtable teams entered by continental manufacturers. But another fact is the most remarkable of all: not one single Frazer-Nash had to retire from any of the gruelling races listed on this page.

**FRAZER-NASH FIT K.L.G.  
ON EVERY CAR THEY MAKE**

*Theirs is a lead worth following*

# SMITHS **K.L.G.**

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*The finest and fastest plugs on Earth!*

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THE MOTOR ACCESSORY DIVISION OF  
J. SMITH & SONS (ENGLAND) LIMITED



# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

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## EDITORIAL

ON Tuesday, 22nd January, the important Monte Carlo Rally starts. This, one of the most publicized of all motor sporting events, carries considerable prestige for drivers and manufacturers of successful cars, and components makers. Outright victory in the "Monte" has eluded British entrants since Donald Healey's victory with the Invicta in 1931, and this year 92 crews bearing U.K. registration plates will set off on what may prove to be the most difficult event of the series. The introduction of a new route from Clermont-Ferrand to Auvergnés with a time check at Le Puy may result in the rally being won entirely on the road section, if weather conditions are wintry. Again, there is the tricky and hazardous regularity test in the Corniche, with its secret time checks and tortuous Col de Braus section, as a grande finale. This 74.4 kilometres circuit is in four sections, and has to be covered at an average speed of exactly 50 k.p.h. (31 m.p.h.). Even in summer, the average touring car might have great difficulty in reaching this scheduled speed. With the likelihood of frost, it is not hard to visualize the magnitude of the task which crews have been set.

Millions of people will follow the fortunes of competitors by listening to B.B.C. broadcasts. It is almost certain that no other motor sporting event has such a vast listening public. There is a magic about this trip to the "Sunny South" in winter which makes an appeal to the ordinary man (or woman) who has not the slightest hope of ever taking part in it, but who is eager, and indeed avid, for all possible details.

\* \* \*

IN this issue there is an excellent suggestion for re-introducing fairly low-cost 500 c.c. racing. As everyone realizes, the expenses involved in racing a modern Formula 3 machine are considerable, and have put the sport beyond the reach of the type of person for whom the original idea of 500 c.c. racing was evolved. Dick Caesar, one of the small band of Bristol enthusiasts which started and developed racing with 500 c.c.-engined cars, believes that this category could once again be made attractive to the average clubman who is not in a position to lay out around £250 for a pukka racing motor-cycle power-unit such as a twin-o.h.c. Norton. The plot is to form a Formula 3S class within the structure of the existing Formula 3, but to limit entrants to those who are willing to sell their engines at the conclusion of a race, a price ceiling being fixed beforehand. In other words, the winner of a Formula 3S event would be required to offer the engine in his machine for sale to fellow-competitors at a price not in excess of (say) £40.

Dick Caesar's suggestion should receive the closest attention by all who are interested in providing a form of racing which will once again encourage that admirable competitor—the amateur builder.

## —OUR COVER PICTURE—

**BRADFORD-BORN:** John Bolster puts the 1½-litre Jowett Jupiter through its paces on an airfield circuit. A road test report of the car appears in this issue.





# Pit and Paddock

FIAT'S new sports 2-litre V-8 may be seen at Le Mans.

★

★ ★ ★

THREE 4½-litre Grand Prix Ferraris are being sent to South America for the Argentina *Formule Libre* races. Drivers will be Ascari, Villoresi and Gonzalez.

★ ★ ★

CURZON Cinema, Mayfair, London, was crammed to capacity last Friday for the B.A.R.C. Midnight Matinée Film Show. Johnny Morgan and his aides put on a first-rate programme of eight films, including the excellent Mobiloil colour production of the 1951 Indianapolis 500 Miles Race.

★ ★ ★

THE following letter was received by Potter and Richards, the well-known London dealers.

DEAR SIR,

I have found your address as Bugatti specialist in the classified advertisements part for second-hand car of the motor cars periodicals, so I am writing to you for my Bugatti.

At the beginning of last year I have bought a race-Bugatti, 2.3-litres, compressor, simple cam-shaft, type 35 B. No in the type-series 4.817, for training me to do further competitions.

I used this car for one or two months without doing any reparation, but, as I saw that it need to be set up again in a good plight and as I knew personally the regreted Gaupillat and Wimille's engineer, I have entirely done to put on fresh.

I sent the wimble to MOLSHEIM where it has been thrown off and then drawn up, and I trusted the motor to this engineer who has get it up again at the perfection.

I changed all indicator-apparatus and all pieces which were imperfect.

I also did the coach-building painted. I am to-day in possession of a new car. But, as I get marriage in a few days, I bring myself to sell my car; therefore I am writing to you, dear Sir, you, who are living in a country where the fine machinery and driving are esteemed.

If you are interested by this model, I should besought you to warn rapidly myself, because I am in relation with other specialists of LONDON who could be contingently buyers, because of the good plight of the car and of this sale with the bill of the wimble. I should be obliged to you to make me an offer because I shall cede it at the most offerer.

I remain;

Your sincerely

(NAME WITHHELD)

What we, and probably everyone, will want to know is: What the heck is a WIMBLE?

GORDON PARKER has sold his very successful supercharged Jaguette to W. Coleman of Shorne. Parker is having another machine constructed, of which more anon.

★ ★ ★

GOLDIE GARDNER intends to attack more International Class records this year with his famous M.G. He will undoubtedly have a go at recapturing Class I from the Germans, and Class E from Taruffi and the twin-boom Italcorsa.

★ ★ ★

NEXT week, an AUTOSPORT special—"Preparation and Maintenance of Twin-o.h.c. Norton Engines for use in Formula 3 Cars", by Francis L. Beart. Mr. Beart is, of course, recognized as one of the world's top-line motor-cycle engine tuners, and was responsible for Eric Brandon's Ecurie Richmond Cooper motor, with which he won the AUTOSPORT £200 Championship last season.

★ ★ ★

LAST year many casual readers were disappointed in not being able to obtain copies of AUTOSPORT containing the report of the 1951 Monte Carlo Rally. A complete and fully illustrated report of this year's event will appear in our 2nd February issue, so the least possible advice is to order your copy now!

OSCA have completed a prototype of a new, twin-o.h.c., Formula 2 car.

★ ★ ★

IAN BURGESS, 500 c.c. pilot, may be seen this season in Formula 2 and sports-car events.

★ ★ ★

LANCIA is reported to have developed a 2½-litre version of the Aurelia which may race at Le Mans.

★ ★ ★

THREE B.R.M.s will be taken to Monza for testing in the immediate future. Stirling Moss is, so far, the only driver named.

★ ★ ★

GERRY RUDDOCK has joined up with Jim Mayers and Pat Griffith to race 1½-litre Lester M.G.s in major sports-car events at home and abroad in 1952. The team will be managed by Peter Avern, and will be known as the "Monkey Stable". References to "Brazen Anthropoids" have already been made!

★ ★ ★

MASERATI's new Formula 2 single-seater has a 160 b.h.p., six-cylinder, twin-o.h.c. engine with three twin-choke, Weber carburetors. Weight of the complete car is stated to be 11 cwts.



# BOMBSHELL FROM FRANCE!

## Wholesale Switch-over to Formula 2

**R**UMOUR has turned to fact. Every single race of Grand Prix status in France this season will be for Formula 2 (500 c.c. 5 and 2,000 c.c. U/s) machines, while it is expected that Belgium, Holland, Switzerland and Germany will also limit their Grands Prix to cars of this category.

The eight races for Formula 2 cars are Pau, Marseilles, Paris, Rheims, Rouen (French G.P.), Sables d'Olonne, Comminges and La Baule. It would appear that there will be little room for competitors from other countries in these races. Some Fr. 60 million is to be won in all of these events. The prize money in each G.P. will be distributed as follows: first, Fr. 500,000; second, Fr. 250,000; third, Fr. 100,000 and Fr. 50,000 for the fastest lap.

Points will be awarded in each

event as follows: first, 8; second, 6; third, 4; fourth, 3; fifth, 2 and 1 to all other starters. Fastest lap also nets one point. This marking is for the entrants in the French Championship who must compete in all eight events. Prize money for this amounts to Fr. 5 million for each race. Entries for this Championship are limited to 18 French nationals, the remainder of the field being made up at the discretion of the organizers.

This announcement must be a severe blow to the sponsors of B.R.M., and if other countries follow the lead of the French, the fate of the existing Formula 1 may be sealed even before the start of the 1952 season. The Italians have little to worry about, as the 2-litre Ferrari was outstanding in the Formula 2 events of 1951, while the new "four" is known to be far more formidable than was the V.12.

H.W.M., by reason of their previous successes, can expect priority over all other British Formula 2 cars in International events—which is only fair. So far, the British, Italian and Spanish events have not been mentioned as being for Formula 2 cars, but three *grandes épreuves* is scarcely a big enough programme for such an ambitious venture as B.R.M.

Raymond Mays told AUTOSPORT that he was most concerned about these developments, as it is the intention to run a team of B.R.M.s in every possible *grande épreuve*. Tony Lago is also disconcerted. In addition to new and lighter "works" G.P. 4½-litre Talbots, the Susesnes concern has been working on two 4-litre, unsupercharged versions of the C.T.A.-Arsenal, in addition to Formula 2 C.T.A.s.

## PARIS-ST. RAPHAEL LADIES' RALLY

**P**RELIMINARY regulations have been issued by the A.C. du Var for the 13th Paris-St. Raphael Rally, which takes place from 28th February to 2nd March. Proposed itinerary is as follows:—

27th February. Checking of vehicles. Reception at the A.C.F., 10.30 p.m.

28th February. First stage, Paris-Aix-en-Provence. Depart at one minute past midnight for the Place de la Concorde. Time control at Lyons.

29th February. Second stage, Aix-en-Provence-Sestrières, via Gap and Mont Genève.

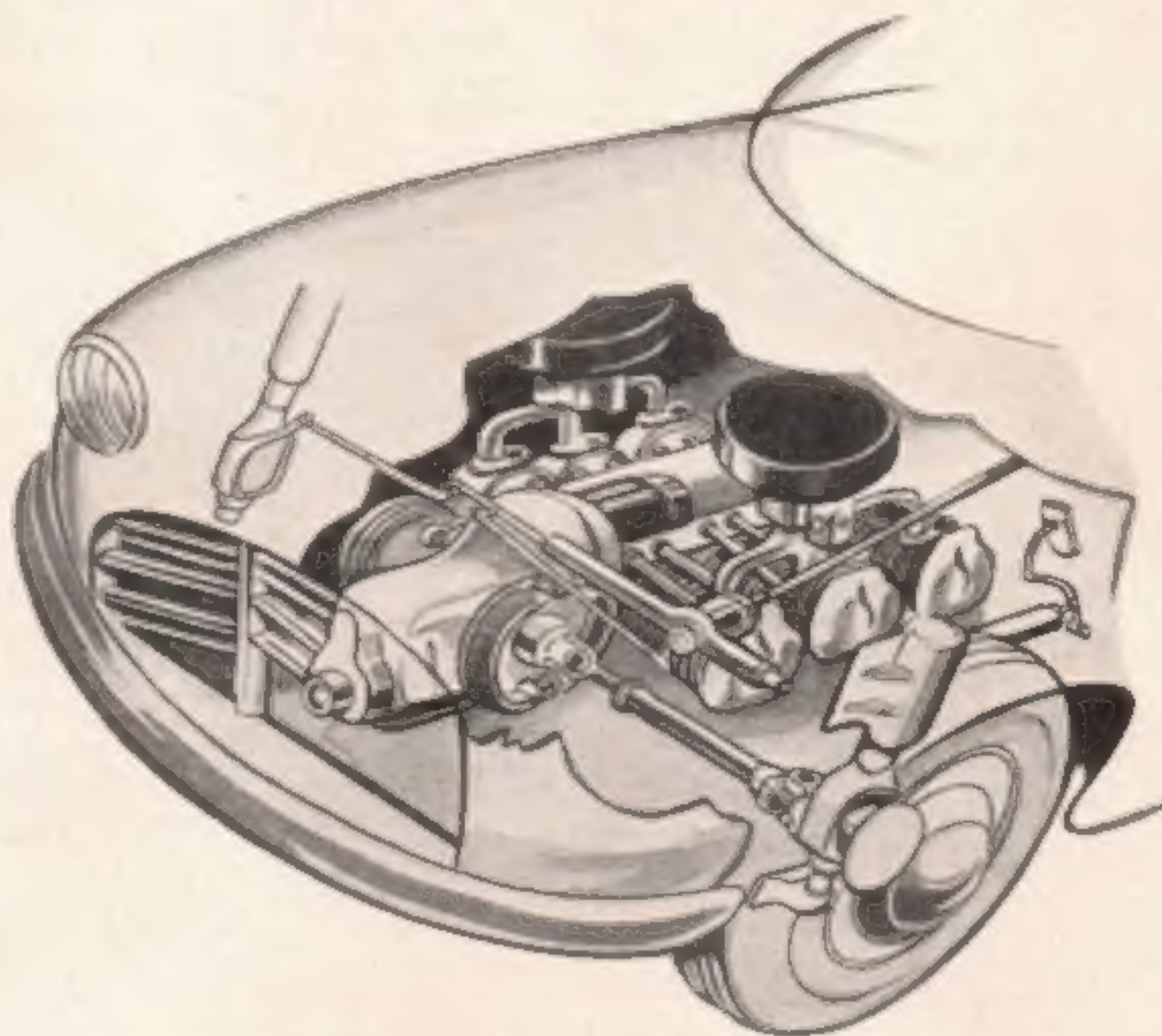
1st March. Third stage, Sestrières-Turin-San Remo, with speed trial of 500 and 1,000 metres to be held outside Turin.

2nd March. Fourth stage, San Remo-St. Raphael, with timed stage on the Ospedaletti Grand Prix circuit at San Remo.

A change in the regulations for this year permits entrants to take a male passenger only if entered for Class B in the General Classification.

Entries for Class A must consist of feminine teams only.

Regulations for the Paris-St. Raphael Rally are available from the A.C. du Var, at 17 Rue Mirabeau, Toulon.



**AIR-COOLED:** A sketch of the new and unorthodox 90 m.p.h. Citroën, which has an air-cooled, horizontally opposed o.h.v. 1½-litre six-cylinder engine, front-wheel drive, a fully automatic four-speed gearbox and independent suspension all round by means of telescopic units similar in principle to those used on the popular 2CV "Utility" Citroën.





*SPORTS-CAR OF THE YEAR: The XK 120C 34-litre Jaguar which gained a wonderful British victory in the classic Le Mans 24 Hours race. Driver here is Peter Walker, who shared the wheel with Peter Whitehead.*

# SEASONAL SURVEY

## PART 4-SPORTS-CAR RACING

**Jaguar's Le Mans Victory puts Britain in the Forefront—Frazer-Nash Win in Targa Florio—Ferrari Successes in Italy, Mexico, Portugal and the U.S.A.**

WHILE Britain's chances in Formula 1 racing remain theoretical, and Ferraris withstand the gallant H.W.M. assault in Formula 2 events, there are no doubts about the situation in international sports-car racing. The brilliant victory by the new XK 120C Jaguar in the classic of the year, the Le Mans 24 Hours race, has dispelled any myth that Italy's sports-cars are wholly unbeatable. British engineering brains have produced a world beater, and Jaguar's Le Mans coup has been consolidated by their victory in the Dundrod "T.T." Backing up these triumphs are the Italian Franco Cortese's winning drive in the gruelling Targa Florio with a 2-litre Frazer-Nash, plus numerous other successes by this marque, while Allard, Jowett and Aston Martin have all added their share to Britain's collective laurels.

Italy's Ferraris took the major share in the remaining Continental honours, and Grand Prix driver Luigi Villorosi scored at Monza and in the Mille Miglia. Many lesser events fell to the Maranello products, while they rounded off the season with a 1-2 victory in the five-day Pan-American Road Race in Mexico. The Lancia "Aurelia" has revealed itself a very fast 2-litre car by its class successes in the Mille Miglia, at Le Mans and elsewhere.

France's sports-cars, once predominant in the field, had a poor season, Talbot's suffering defeat at Le Mans and gaining but little compensation for a series of wins in minor national events. The fleet

little sports Simcas, produced by a firm much engrossed in Formula 1 and 2 competitions, were given few outings, and have only Scaron's Bol d'Or win to their credit. In contrast, the new American Chrysler-engined Cunninghams made an auspicious debut at Le Mans, and from their successes in subsequent U.S. events it is apparent that a new contender for international sports-car honours has emerged.

With races held from January to December in every quarter of the globe, the popularity of sports-car racing is unquestionable. Preceded by a January race at Agadir, Morocco, won by Pagnibon's Talbot, and a contest at Asmara, Eritrea, in which Lancia and Fiat came out on top, the European season opened in March at Syracuse, where an all-Italian field contested a two-category sports-car event on the day of the Formula 1 G.P. Stagnoli's Ferrari won the 2-litre race, and Sighinolfi's Stanguellini beat Fagioli's Osca in the 1,100 c.c. class.

Over in the "beef country", an international sports-car race was staged on the Costanera G.P. circuit at Buenos Aires. Many American drivers made the trip southwards and one, John Fitch, showed his marked road racing ability by a fine winning drive in a Cadillac-engined J2 Allard. Fred Wacker brought a similar car home second, and best local pilot was Miguel Schroeder in a Delahaye.

The man Pagnibon, who also calls himself Boncompagnie, scored another

win at Marrakech, in Morocco, then crossed the Mediterranean to Nice on the Riviera for the international meeting there to gain a third victory for Talbot. Mme. Simon (Ferrari) won the 3-litre class from Charles Pozzi's Aston Martin DB2, and Fiat and Panhard were other class winners.

On the same day came the first major 1951 event, the Tour of Sicily over one vast 675-mile lap around the coast-line of Sicily. Amidst a mass of Ferraris, Fiats, Alfas and Lancias, Sydney Allard, sole British representative, went out with a broken piston, but Cortese atoned by winning the 2-litre class with a Le Mans Replica Frazer-Nash. Outright winner was Vittorio Marzotto in a 2.6-litre Ferrari, Taruffi, similarly mounted, was second, and an astonishing third, ahead of Cortese, was Sighinolfi's 1,100 c.c. twin-cam, Fiat-based Stanguellini.

Also on 1st April, Marshall Lewis drove Jim Kimberley's 2-litre Ferrari to victory in the Palm Springs road race in California. A Cadillac-Allard was second and two XK 120 Jaguars third and fourth. Prominent visitor was Swiss sports-car champion Willy Daetwyler, who drove an XK 120 at high speed for several laps but retired.

Despite its inviting title, the Inter-Europa Cup 2-hours race at Monza never seems to draw a really representative entry. "Foreign" visitors this year were Chiron (Delahaye), Rally expert Gautruche and Poudroux with Citroëns, and one or two Dyna-Panhard. This



contingent showed up pretty well in the final results, too, for Chiron finished third to Villorosi and Amendola in Ferrari coupés in the big car class, and Poudroux astonished the Italians by taking the 2-litre class with his Citroën. Gautruche had poorer luck, making a spectacular exit by somersaulting his Citroën at a bend.

Next came the classic Mille Miglia, that incredible 1,000-mile day and night dash across Italy through every kind of weather and road condition. This year's event was as sensational as ever, pouring rain making a skating rink of the course from the very start. Ascari and Serafini both crashed on roads treacherous with mud and oil, and so, also, did Stirling Moss and Leslie Johnson in the British Jaguars (perhaps this year, with XK 120s, the result will be different?). Sidney Allard also retired, but Tommy Wisdom and Hume in a DB2 Aston Martin kept going admirably to win the unlimited closed class. Villorosi notched up one more victory with his 4.1-litre Ferrari in the general classification, and Braeco's 2-litre Lancia was a splendid second. Cortese's Frazer-Nash was eighth in general order and second in its class to Marzotto's Ferrari. Healey père et fils were fourth in their class with the Nash-engined Healey, and Ernest Stapleton and his wife were ninth in the sports 2 litre class with their ex-Horsfall pre-war Aston Martin. The 750 c.c. Production class results were a shock to Italy, for two Dyna-Panhard's showed their clear superiority over the Fiats.

Pagnibon and his Talbot did it again in a race at Orleans on 5th May, but that same day a bigger event took place in Britain, the *Daily Express* meeting at Silverstone, notorious for the great down-pour which stopped the G.P. The two 1-Hour production car races escaped this fate, however. The first race, encompassing 750 c.c., 1,100 c.c., 1,500 c.c. and 2-litre cars, saw Dyna-Panhard's, Morris Minors and Morgans, M.G.s, H.R.G.s and a Jowett, and Frazer-Nashes and a lone DB1 Aston Martin, energetically mixing it on that circuit of many curves. The 750 class was a Panhard benefit, Gordon Wilkins and the late "Curly" Dryden dead-heating for a first place with Peter Collins and the inside-wheel-lifting "Dave" third and fourth. Sparrowe's Morgan not unnaturally had it over the three Morris Minors—all credit to them, nevertheless, for a real quantity production car demonstration—Dick Jacob's TD M.G. took the 1,500 c.c. category after Hadley's Jowett Jupiter retired and Tony Crook in his maroon Frazer-Nash drove a fine race in the 2-litre class to win from Bob Gerard and Jack Newton, also "Isleworth" equipped. Newton turned a wonderful lap at 86.66 m.p.h., a speed unsurpassed by any of the bigger cars. Roy Salvadori was severely injured when his Frazer-Nash overturned at Stowe corner after a very fast drive.

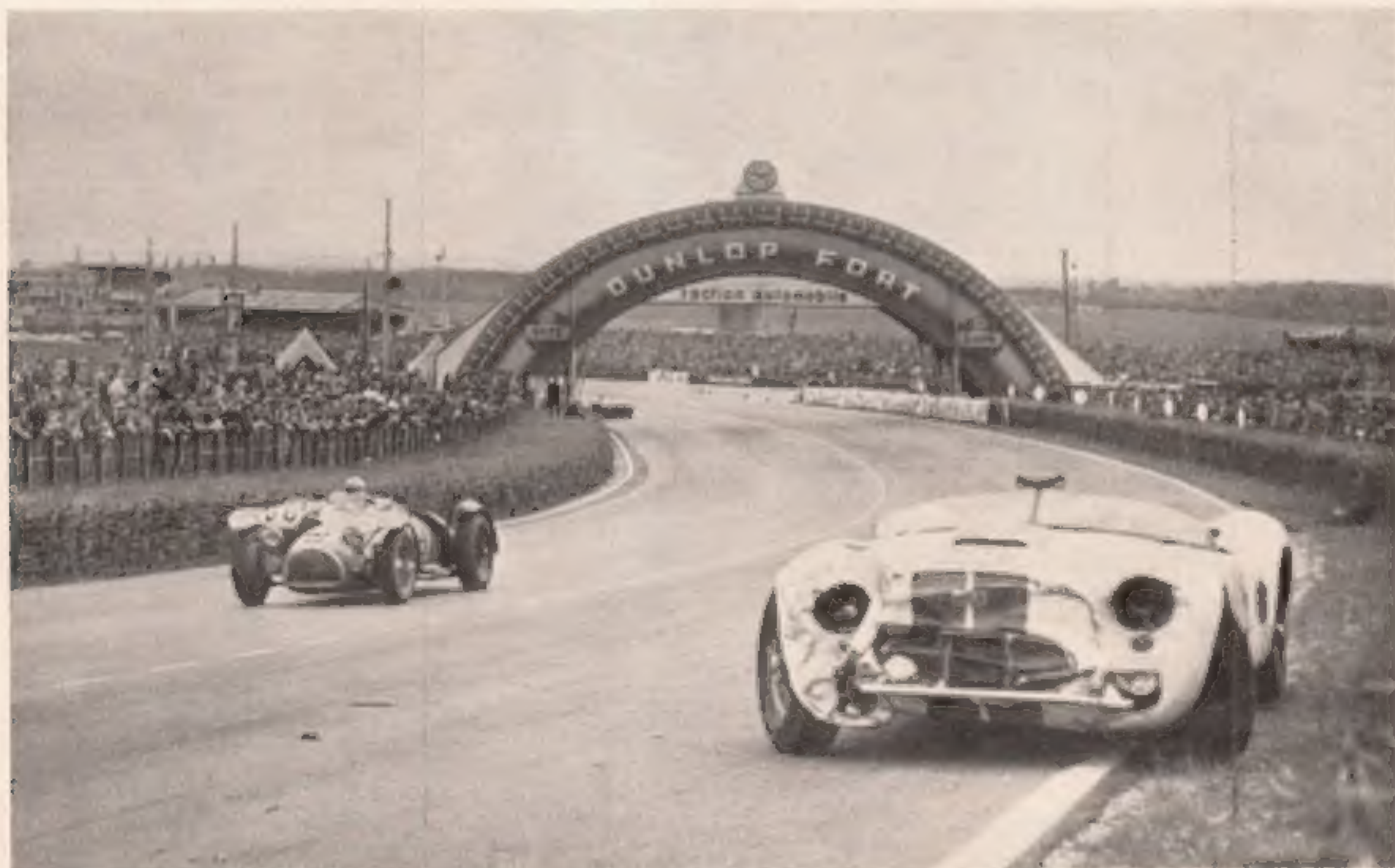
The "big stuff" was principally XK 120 Jaguar, and Stirling Moss scored an unchallenged victory at 84.5 m.p.h. Charles Dodson, pre-war Austin works

driver, made a welcome return to racing, and took a convincing second place with Duncan Hamilton third, both on XK 120s. Rolt's Nash-Healey was sixth and Parnell's DB2 Aston Martin seventh, winning the 3-litre class.

Two sports-car races took place the following day, one in Finland, the other in Italy. The former enjoyed the grandiose title of the G.P. of Finland but not the quality of entries this would seem to merit. All were Scandinavian, and the class for non-standard sports-cars was won by the Swede, E. Lundgren, with a very hot V8 Ford special. The series-built class went to an XK 120 Jaguar driven by the Finnish driver, Keinanen, with an Allard and another Jaguar next home.

The Italian race was at Modena, for 750 c.c. and 1,100 c.c. cars. Bordoni's Fiat-Dagada won the former category and Nissotti the latter with the 1,100 c.c. Osca, product of the Maserati brothers. A week later saw an interesting experiment on the part of the French A.C. du Var in the shape of a 12 hours' race for production type cars at Hyères. Again the name Pagnibon crops up with Rosier-like persistence. He won the 4½-litre class with his Talbot, covering greatest distance, but Landon's 750 c.c. Renault was best on index of performance.

Another new event took place the following Sunday, 20th May, when the Belgian A.C., perhaps taking a leaf out of the *Daily Express*/B.R.D.C. book, staged One Hour Production car races



**CURTAINS FOR A CUNNINGHAM:** George Rand's 5.4-litre Chrysler-powered Cunningham from the U.S.A. abandoned at Le Mans after a crash during the night. Passing is the Talbot driven by Meyrat and Mairesse, which finished second.





*FANCIED PAIR: Louis Rosier and Juan Manuel Fangio sharing the wheel of a 4½-litre Talbot at Le Mans were formidable opponents to the Jaguars. The Talbot cracked up, however, in the attempt to match pacemaker Stirling Moss's speed.*

#### Seasonal Survey—Continued

at Spa. They classified by price, however, running touring- and sports-cars together. Wins were registered by Dyna-Panhard, Peugeot, Citroën, Ford, Oldsmobile and Jaguar, the latter, driven by Johnny Claes, achieving the fastest average speed and best lap of the day. Index of performance winner was Weiter's Panhard.

Willy Daetwyler, home from California, gave his superb 4½-litre blown Alfa Romeo a successful outing in the next event, the Swiss national race at Bremgarten. In the Production sports-car classes, British products were to the fore, Scherrer's XK 120 Jaguar winning the over 1,500 c.c. class and Harzeler the up-to-1,500 c.c. category in a Jowett Jupiter.

On the other side of the Atlantic the following day another British car, the Allard, triumphed in the 100-mile Pebble Beach road race in the U.S.A. Bill Pollock was the winning driver and

Cadillac the winning power unit; J. Armstrong was second in another Allard and Breeze (Jaguar) third. Roger Barlow's Simca won the 1½-litre class and a Crosley was the first 750 c.c. A shorter race for the Del Monte Handicap was won by Phil Hill in a 1938 Mille Miglia Alfa Romeo of the type first owned in this country by Hugh Hunter.

Came the Bol d'Or, that unique 24 hours race over the narrow 2½-mile circuit in the woods of St. Germain. This event, restricted to cars up to 1,500 c.c., was of particular interest to British enthusiasts for the commendable enterprise of the Aston Martin Owners' Club in forming two teams to compete, all six cars being pre-war models. Nobody could do much about the fast works Simcas, and although Behra retired, José Scaron had the race in the bag. Ivor Robertson's 1935 Ulster Aston Martin lay third awhile, then dropped back with dynamo bothers, eventually

taking a highly creditable fifth place in general order, and a second in the 1½-litre class. Three other Astons completed the race, two retired. Class winners were Scaron, Le Jamtel (Dergi Special), Lanique (1,100 c.c. Simca), Michel (750 c.c. B.M.) and Lecerf (750 c.c. Lambert-DB).

Over to the United States again—how admirably road-race conscious they are becoming there—to Bridgehampton on Long Island, where British driver Tom Cole won the 100-mile race for the second year running. His Allard this year used a Chrysler V8 engine, which raised his average speed by 7 m.p.h. A 2.3-litre Ferrari driven by Phil Walters and Goldschmidt's Cadillac-Allard were the place men. A 40-mile 1,100 c.c. race saw a Lester M.G. driven by Boswell shoot into the lead until his clutch gave out, whereupon a Cisitalia won. Briggs Cunningham's Ferrari, Phil Walters's Ferrari, Morrill's TD M.G., Fitch's Jaguar and Cole's Allard were other class winners.

The Dutch National races at Zandvoort on 10th June saw class successes scored by Minor, Skoda, M.G., Ferrari and Jaguar. On the following Thursday came the B.R.D.C.'s long-established British Empire Trophy Race in its new guise as a catalogue sports-car event, run on a class handicap basis over the Douglas circuit in the Isle of Man. Smallest cars received four credit laps, those between 1½ and 3 litres, one credit lap, and those over 3 litres had to cover the full 35 laps.

The race was remarkable for the pace of the Lester M.G.s, Pat Griffith taking the lead on handicap and holding it despite all that Stirling Moss, brilliant as ever, could do in S. G. Greene's Le Mans Replica Frazer-Nash. A multiple crash at Grange Corner put out Sydney Allard and Peter Collins (Allards) and Clarke, Murray and Pitt with Frazer-Nashes. With six laps to go, Griffith had a five-minute handicap lead over Moss, then with two rounds to win the Lester M.G. ran out of oil and seized solid. Stirling Moss won with the Frazer-Nash, Bob Gerard was second and Jack Reece (Cooper M.G.) third, and 1,500 c.c. class winner.

The next international affair was the G.P. of Portugal, at Oporto. This attracted several Italians, "Taso" Mathieson's Frazer-Nash, one or two French Talbots and Duncan Hamilton, Tommy Wisdom and George Wicken with XK 120s. G. Bracco won with a 4.1-litre Ferrari, Marzotto's "2.6" was second and Meyrat's Talbot third. None of the "Jags" lasted full distance, but Mathieson's Frazer-Nash was ninth, and third in the 2-litre class.

On the following week-end came the classic of the year, the 24 hours race at Le Mans; which drew all the "big guns". Formidable were the 4½-litre Talbots and the 4.1-litre Ferraris; unknown quantities were the new 5.4-litre Chrysler-engined Cunninghams from America and the new XK 120C Jaguars, about which the makers kept very quiet. The total entry was magnificent, with Aston Martin, Healey, Allard, M.G., Lancia, Frazer-Nash, Porsche, Simca, DB, Jowett, Crosley, Renault, Panhard, and even Bentley all represented.

The race was sensational. The new Jaguars revealed themselves not only as extremely handsome vehicles, but to possess a performance to match. Stirling



Moss in the role of pacemaker was superb, taking the lead on round five from Gonzalez's Talbot and drawing away lap by lap, breaking the circuit record repeatedly in the process.

By the fourth hour Jaguars were 1-2-3, with the Talbots and Ferraris behind, but then the Biondetti/Johnson car retired, and by midnight the Moss/Fairman leading car at last gave up under the strain, leaving Whitehead and Walker to carry the Jaguar colours alone. Torrential rain fell during the night, causing a number of crashes, but the Jaguar held its place, and their triumphant victory at the record speed of 93.49 m.p.h. is now glorious history. Of the opposition, Rosier's and Gonzalez's Talbots, Chiron's and Hall's Ferraris, had all retired, a single Cunningham survived, and the best Ferrari, Chinetti's 4.1-litre car, came eighth.

Aston Martin scored a splendid 1-2-3-5-6 class win, their leading car taking third place behind the Jaguar and the Meyrat/Mairesse Talbot in general order. The Lurani/Bracco Lancia Aurelia won the 2-litre class, and other categories were won by the Walters/Fitch Cunningham, by Porsche, Jowett and Renault. The de Montremy/Hemard Monopole of only 614 c.c. took the Index of Performance Cup and also the Biennial Cup.

While Jaguars were making history at Le Mans, Monsieur Pagnibon was adding another national win to his list at Draguignan. On 1st July, Giannino Marzotto won the Tuscany Cup race in Italy with a "2.6" Ferrari, while that same day Pagnibon (Talbot) scored his seventh 1951 victory in a race at Bressuire. Argentina had a race at Mar del Plata a week later, when Schwelm Cruz won with an old 2.3-litre Alfa Romeo, from an A6 Maserati and a Cisitalia.

Italy's arduous Dolomite Cup race saw a wholesale Ferrari defeat by Lancias which occupied first, second and fourth places, but Maranello made up for this in the Circuit of Villa Real, in



**EMPIRE TROPHY, NEW STYLE:** The B.R.D.C.'s classic event became a production-car race for 1951, being won by Moss's Frazer-Nash. Second man home was Bob Gerard, here seen cornering at Douglas.

Portugal, where Bracco, Monte Real, Oliveira and Romano took first four places.

Back in Italy, that successor to the Targa Abruzzo of old, the Pescara six hours race, gave Bracco another win, with a Lancia Aurelia this time, and similar cars filled the next four places. At Senigallia, Villorosi turned out with an "America" Ferrari, to win comfortably from Scotti, Stagnoli and Palmieri, all with Ferraris. A welcome fifth was Britain's T. A. S. O. Mathieson in his Frazer-Nash, while next home was Mme. Simon, of France, with a Ferrari.

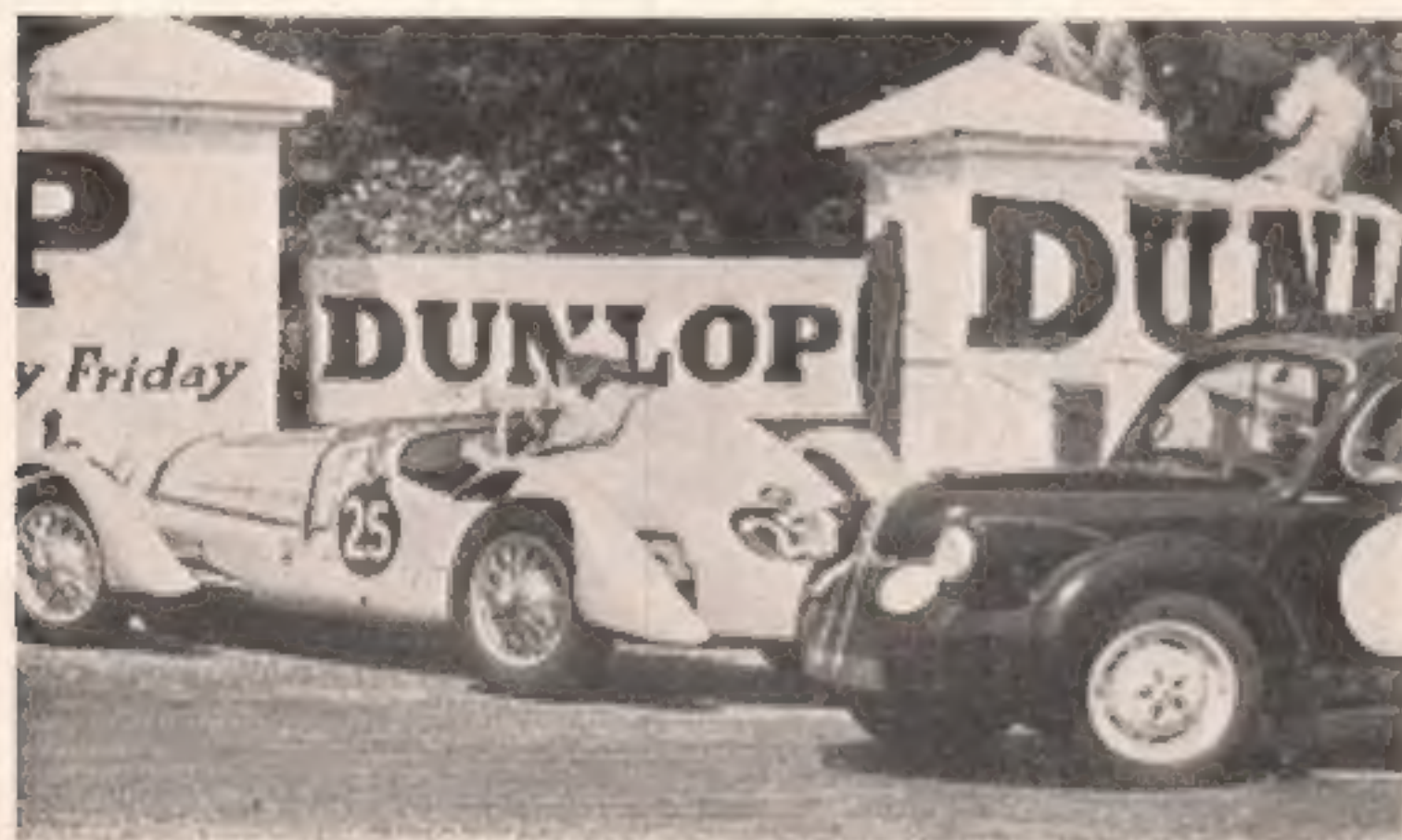
In Sicily the same day, Franco Cortese scored a Frazer-Nash victory in the Circuit of Enna, a 164-mile race over a mountainous 15.2-kilometre circuit. Highlight of the event was the fierce Cortese-Sighinolfi duel in which the

former set up a lap record at 55.9 m.p.h. while the latter's Stanguellini blew up. Cortese also won the 2-litre class from Romano's Ferrari and a Maserati. Also on 12th August, the Swiss Erlen meeting included a sports-car race in which H.R.G., Veritas, Jaguar and Daetwyler's big Alfa Romeo gained class successes.

Early in September, Count Vincenzo Florio achieved his wish, and saw the classic Targa Florio revived as a separate race over the Madonie circuit, instead of being incorporated in the Circuit of Sicily as of late. The 43.4-mile circuit, over Sicily's mountain roads, is notorious for its extreme severity, and the race proved an outstanding success for the Frazer-Nash driven by Franco Cortese, who won after Bracco, in a 4.1-litre Ferrari, had set the pace and then retired. Cortese's race time of over 7½ hours to cover 357 miles testifies adequately to the gruelling nature of the event. Taking over Cornacchia's 2.6-litre Ferrari, Bracco drove all out to catch Cortese, failing by three minutes but setting up a record lap at 51.19 m.p.h.

America's Watkins Glen G.P., on 15th September, ostensibly international, was confined to members of the organizing club. It proved a vindication of the new Cunninghams, which finished first, second and fourth, with Spear's "4.1" Ferrari sandwiched in third position. The experimental Le Mans Jowett Jupiter won the 1,500 c.c. race in the hands of George Weaver, second being Koster's H.R.G.

Britain's classic, the R.A.C. Tourist Trophy, took place on 15th September on the Dundrod circuit. Fears of a "drowning" as in the 1950 event proved happily groundless, and fine weather ensured the success of the race. The works team of XK 120C Jaguars had things all their own way, Stirling Moss leading throughout to win for the second year in succession, with Peter Walker second, and Leslie Johnson's car, taken over after half distance by Tony Rolt, fourth. Bob Gerard, third in the race with his Frazer-Nash, won the 2-litre class; Hadley's Jupiter and



**MANX MIX-UP:** On lap one of the British Empire Trophy race, Guy Gale's 3½-litre Delahaye was struck from behind by a Healey and hit the wall at Parkstone Corner. The American driver "Dave" is squeezing past in his Dyna-Panhard.





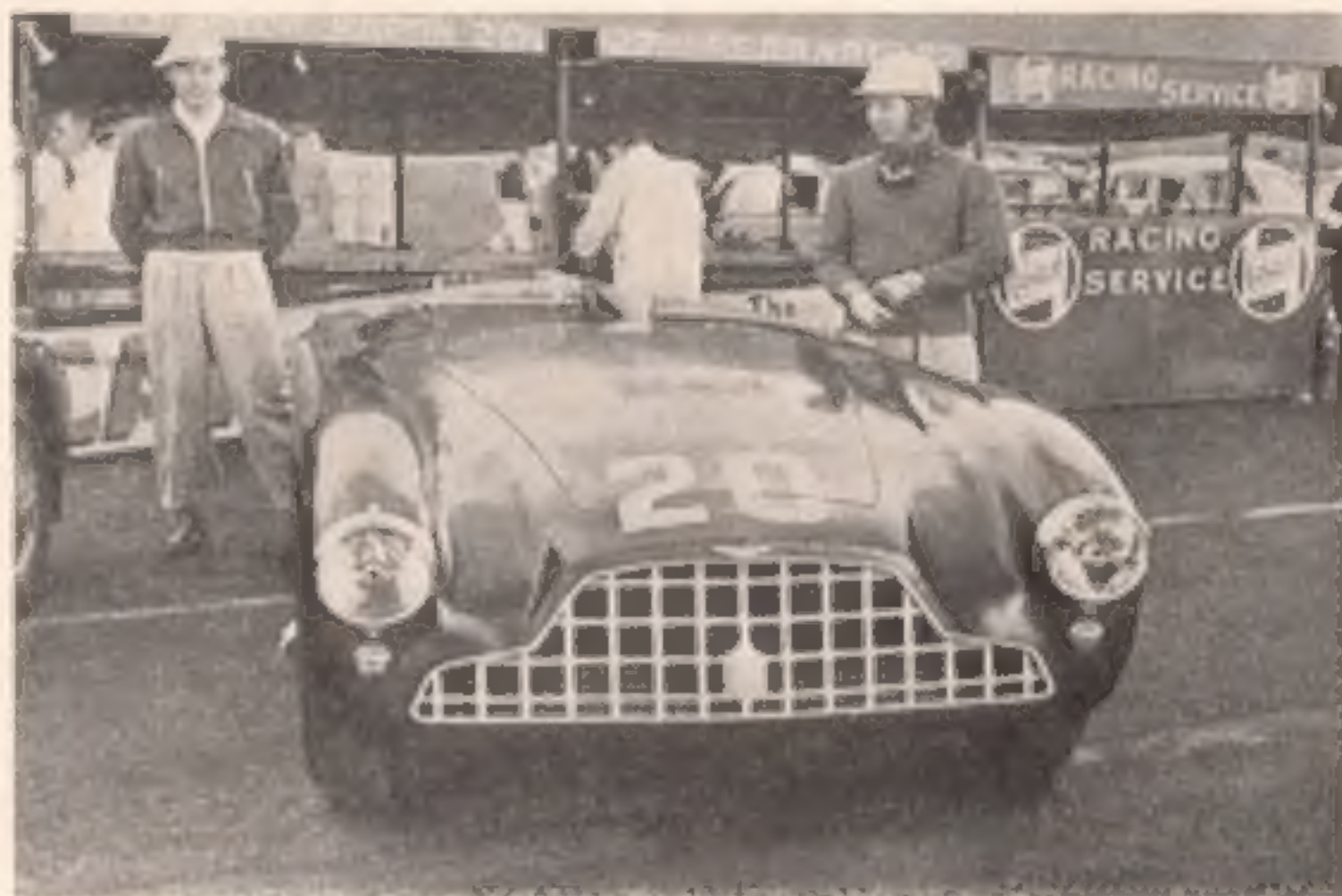
**REPEAT VICTORY:** Stirling Moss (XK 120C Jaguar) winning the R.A.C. T.T. for the second year in succession.

**OPEN ASTON:** (Right) The new Aston Martin DB3 at Dundrod, with George Abecassis and driver Lance Macklin in attendance.

#### Seasonal Survey—continued

Baird's 2.6-litre Ferrari also scored class wins, while Jaguars took the team prize. Lance Macklin took part in a rather hurriedly prepared DB3 Aston Martin, the new open car with "Vantage" engine, tubular frame, torsion bar i.f.s., and de Dion rear axle. It showed much promise, Macklin holding second place for the first hour and a half, but dropping back and finally retiring with a broken exhaust system. Tony Rolt, in striving to catch the two leading Jaguars, turned a brilliant lap at 85.57 m.p.h., fastest of the day.

The European season was now drawing to its close, but Pagnibon squeezed one more win in with his Talbot in the Circuit of Agen, while Georges Trouis, whose DB-Panhard went well in the



#### AUTOSPORT, JANUARY 18, 1952

T.T., took the 750 c.c. class. At Monthéry, on 7th October, the G.P. du Salon proved a somewhat dispirited contest in which Talbots finished 1-2-3, Mairesse being the winning driver. Georges Trouis (DB) scored another class win and the best "1,100" was a Porsche. In the United States, a meeting at Reno saw a double Allard success, Pollack winning the "feature"—the Reno Trophy—and Tom Carstens the Virginia Lake Handicap, both using the same J2. At San Diego, Allards won again, with Mike Graham the winning driver.

"South of the border, down Mexico way" sterner things were brewing, and the five-day Pan American road race through Mexico, from the Guatemalan to the U.S. frontiers, proved one of the year's toughest events. The bulk of the entries comprised American cars handled

by Mexican and U.S. drivers, but Italy sent two Ferraris and two Lancias, while Chiron drove a Delahaye. The result was a 100 per cent. Ferrari success, Taruffi and Chinetti winning with Villorosi and Ascari second. The Americans put up a good show, Sterling's Chrysler and Ruttman's Mercury being third and fourth after splendid drives.

December's G.P. de Carretera, the Argentine "Mille Miglia", proved equally exhausting to drivers and cars. Victor twice before, Juan Galvez, in a Ford coupé, scored a hat-trick, winning at 70 m.p.h., his running time being over 75 hours! Out of 195 starters, only 35 finished the course.

Last 1951 sports-car event, and much less wearing, was the December Palm Beach meeting, in Florida's pleasant climate, where a five-race programme saw successes by Ferrari, Porsche and H.R.G. C.P.

**TARGA TRIUMPH:** Franco Cortese vanquished the Ferraris in the gruelling Targa Florio race, driving a 2-litre Frazer-Nash. In this picture the victor is being congratulated by Vincenzo Florio (left), the founder of the Sicilian classic.



## 1951 INTERNATIONAL SPORTS-CAR RACE RESULTS

Date	Race	Course, Laps and Distance	First	Second	Third	Winning Speed	Fastest Lap
18th March	Presidente Peron G.P., Argentina	Costanera, Buenos Aires 40 laps, 86.8 miles	J. Fitch (Allard-Cadillac)	F. Wacker (Allard-Cadillac)	M. Schroeder (Delahaye)	56.77 m.p.h.	Fitch (Allard) 58.51 m.p.h.
1st Apr	Circuit de Nîmes France	Nîmes 26 laps 26.6 miles	P. Fouché (Ferrari)	M. Gendron (Ferrari)	F. Gendron (Ferrari)	55.4 m.p.h.	P. Fouché (Ferrari) 59.47 m.p.h.
6th Apr	Circuit de Sals France	20 miles	V. Marzotto (Ferrari)	P. Taruffi (Ferrari)	Sighinolfi (Stanguellini)	62.11 m.p.h.	
		Class Winners, Sports + Unlimited, V. Marzotto (Ferrari); 2-litre V. Marzotto (Ferrari); 1,500 c.c. Sighinolfi (Stanguellini); 750 c.c. Tinazzo (Fiat) Production Cars + 2-litre Bonetto (Alfa Romeo); 1,500 c.c. Martignoni (Lancia); 1,000 c.c. Gera (Fiat); 750 c.c. Scaletta (Fiat)					
8th April	Inter Europa Cup Italy	Mantova 2 hours	L. Vignores (Ferrari)	A. Bressan (Ferrari)	L. G. Bressan (Ferrari)	55.5 m.p.h.	
		Class Winners: 2-litre P. Poudroux (Citroën); 1,500 c.c. Muselli (Citroën); 750 c.c. Zafari (Fiat)					
2nd-29th Apr	Mille Miglia, Italy	Brescia-Rome Brescia 271.5 miles	L. Vignores (Ferrari)	A. Bressan (Ferrari)	P. Scaroni (Ferrari)	55.5 m.p.h.	
		Class Winners, Sports + Unlimited, V. Marzotto (Ferrari); 2-litre P. Marzotto (Ferrari); 1,500 c.c. Tinazzo (Fiat); 750 c.c. Zafari (Fiat) Classified in Convertible Cars, Unlimited, Wisdom Hume (Aston Martin); 2-litre Bracco (Lancia); 1,500 c.c. Muselli (Citroën); 1,000 c.c. Gera (Fiat) Production Cars: 1,500 c.c. Anselmi (Lancia); 1,100 c.c. Andreini (Fiat); 750 c.c. Descolonges Grignoux (Panhard)					
5th May	Daily Express Production Car Races	Silverstone 1 p to 2 hrs 1 hour	L. A. D. Crook (Frazer-Nash)	L. R. Gerard (Frazer-Nash)	L. J. Newman (Frazer-Nash)	83.63 m.p.h.	Newman (Frazer-Nash) 86.66 m.p.h.
		Class Winners: 2-litre Crook (Frazer-Nash); 1½-litre R. W. Jacobs (M.G.); 1,100 c.c. J. M. Sparrowe (Morgan); 750 c.c. between G. Wicks (Dodge) and R. M. Drayton (Dodge) (Porsche)					
		Over 2 litres 1 hour	S. Moss (Jaguar)	C. J. P. Jackson (Jaguar)	J. D. Hamilton (Jaguar)	84 m.p.h.	
		Class Winners + Over 3-litre S. Moss (Jaguar); 3-litre R. Parnell (Aston Martin)					
1st-4th June	Bel. Gr. 24 Hour Race France	S. German General Classification	L. Scaroni (Simca)	Le Jamet (Dergé Spl.)	Michel (B.M.)	60.3 m.p.h.	
14th June	British Empire Trans. Race	Douglas, I.O.M. Hawick 35.8 miles	S. Moss (Frazer-Nash)	F. R. Gerard (Frazer-Nash)	J. G. Reece (Cooper-M.G.)	67.27 m.p.h.	Moss (Frazer-Nash) 68.78 m.p.h.
		Class Winners: Over 2-litre F. G. Curra (Allard); 2-litre S. Moss (Frazer-Nash); 1,500 c.c. Reece (Cooper-M.G.)					
17th June	G.P. of Portugal	Oporto 45 laps 27.5 miles	L. Oliveira (Ferrari)	V. Marzotto (Ferrari)	P. Meyrat (Lancia)	58.07 m.p.h.	Bracco (Ferrari) 61.66 m.p.h.
2nd-24th June	G.P. of Endurance France	Le Mans 24 Hours General Classification	P. D. Walker P. N. Whitehead (Jaguar)	P. Meyrat C. Maresse (Ferrari)	L. Macken F. Thompson (Aston Martin)	93.49 m.p.h.	Moss (Jaguar) 115.2 m.p.h.
		Class Winners + 8-litre	Walters Fitch (Cunningham)	—	—	77.8 m.p.h.	
		5-litre	Walker Whitehead (Jaguar)	Meyrat Maresse (Ferrari)	Levegh Marchand (Ferrari)	77.49 m.p.h.	
		3-litre	Macken Thompson (Aston Martin)	Abecassis Suzanne Taylor (Aston Martin)	Parnell Hamshire (Aston Martin)	89.84 m.p.h.	
		2-litre	Lunar Bracco (Lancia)	Walters Fitch Maresse (Frazer-Nash)	Moss Miss Hargreaves (Ferrari)	84.4 m.p.h.	
		1½-litre	Bequet-Wickens (Jaguar)	—	—	70.27 m.p.h.	
		1,100 c.c.	Veuille-Mouche (Porsche)	Bonnet-Basot (Panhard)	—	—	
		750 c.c.	Landon Briat (Renault)	de Montigny Hemard (Monopole)	Gaillard/Chanot (Panhard)	—	

(Continued overleaf)



## 1951 INTERNATIONAL SPORTS-CAR RACE RESULTS (continued from page 63)

Date	Race	Circuit, Number of Laps, and Distance	First	Second	Third	Winner's Speed	Fastest Lap
15th July	Circuit of Vila Real Portugal	Lishon 141.5 miles	G. Bracco (Ferrari)	Monte Real (Ferrari)	Onverra (Ferrari)	66.65 m.p.h.	—
11th August	Pescara 6 Hours Race Italy	Pescara 6 Hours General Classification	G. Bracco (Lancia)	Angeles (Lancia)	V. Enzo (Lancia)	75.88 m.p.h.	—
		Class Winners:	Over 3 litres Piazza (Ferrari)	Over 2 litres Bracco (Lancia)	1½ litre Mancini (Ferrari)		
17th August	Circuit of Senigallia, Italy	Senigallia 15 laps 86.6 miles	L. Villoresi (Ferrari)	P. Scuderi (Ferrari)	Stagioni (Ferrari)	97.6 m.p.h.	V. Villoresi (Ferrari) 96.70 m.p.h.
		Class Winners:	Over 1,100 c.c. Villoresi (Ferrari)	1,100 c.c. Cabianca (Osca)	750 c.c. Casella (Stanguellini)		
9th Sept.	Lima Florio Sicily	Madone 8 laps 57 miles	L. Cortese (Frazer-Nash)	Bracco (Ferrari)	Bernabè (Maserati)	47.57 m.p.h.	Bracco (Ferrari) 51.19 m.p.h.
17th Sept.	R.A.C. Tourist Trophy Northern Ireland	Dundrod 100 laps 4 laps 3.8 miles	S. Moss (Jaguar)	P. D. Wake (Jaguar)	F. R. Greaves (Frazer-Nash)	53.55 m.p.h.	R. A. C. (Jaguar) 55.5 m.p.h.
		Class Winners:	Over 3-litres Moss (Jaguar)	2 to 3-litre Baird (Ferrari)	1½ to 2-litre Gerard (Frazer-Nash)		
		1,100 to 1,500 c.c. Hadley (Jowett)					
1st Oct.	Coupe de France France	Monte-Carlo 93.2 miles	G. Martini (Ferrari)	G. Scuderi (Ferrari)	V. Scuderi (Ferrari)	86.75 m.p.h.	—
20th-25th Nov.	Pan-American Road Race Mexico	Tuxtla-Gutierrez-Ciudad Juarez 1,933 miles	Taruffi Chinetti (Ferrari)	Ascani Villoresi (Ferrari)	Sterling (Ferrari)	88.2 m.p.h.	—

## RUSSELL LOWRY'S

## NORTHERN LIGHTS

GOODWILL TOWARDS MEN—TAIL STORY—TORTOISE BITES HARE  
—ANY OFFERS?—NO JAM ON THREE WHEELS—CAN'T I? (IS)

FIRST a little true story which I hope illustrates the spirit in which we all face the New Year. Seems that during those days when everything was closed except places of festivity, word reached a far-flung enthusiast that a fellow-motorist, completely devoid of mechanical knowledge, was in dire distress at point X, and, having failed to get a reply from any garage within 20 miles was sitting by the roadside with his wife waiting for the sweet oblivion of death. Our enthusiast threw a piece of rope in the back of his car and set off for point X, where the picture described was found to be pretty near the truth.

Some 10 minutes later the recalcitrant motor had been restored to life and the wide-eyed owner was on his way back toward civilization, convoyed for the first couple of miles by his rescuer, to see that the engine kept on running. It did.

Before parting, the rescued had made every effort to identify his rescuer, but without success. Apparently sporting types render these minor services gladly, realizing that apart from the virtues of charity, they may be in a jam themselves at any moment. So they parted, knowing of each other only that one was a Scotsman and the other a "hard-headed Lancashire

businessman". Yet, three days later, the rescuer received a parcel accompanied by a charming but unsigned and untraceable letter of thanks. Thus the tables of anonymity were turned and a good deed brought more than fitting recompense.

The queer thing is that the rescuer hasn't the foggiest idea what was wrong with that engine. One moment it was dead as mutton, and the next, after a few routine checks had proved fruitless, it was purring like a kitten.

\* \* \*

STILL in the atmosphere of New Year celebration and of those boastings and reminiscences that fly about in milk bars, I dig out an average speed yarn of long ago, which is still fresh in the mind of a certain member of the Oswestry and District Motor Club, who, under the pseudonym of Peter Jackson, will probably recognize one of their old competition regulars. Anyhow, it seems that a bet in terms of folding money was made that the run from Oswestry to Towcester wouldn't be done in two hours. Subsequently, the money was doubled for the return trip in four hours. The car was an ordinary open S.S. Jaguar 4-seater, which these



days doesn't claim space as a sports-car in books on the subject.

So, early one winter Sunday morning, in a tearing gale which kept most people indoors, the Jag. was timed out of Oswestry and a 'phone call put through to the other end, where a reception committee turned out to secure a quick turnaround. Three hours and 49 minutes later, she was back in Oswestry with 11 minutes in hand. By coincidence, the run represents 229 miles in exactly 229 minutes, which may be naughty, but was lots of fun and anyhow, is so long ago that it won't matter to Scotland Yard! Perhaps the best evidence that the bet was won is that the money was paid! The old car has rested on its laurels ever since. It is worth adding that the only trouble experienced didn't happen—by a very narrow margin. The dip-stick recorded no oil at all at the finish, the crew having forgotten that speeds like that involve extra consumption of vital juices!

\* \* \*

MY effort to claim the new Trials Champion as a Northcountryman in disguise has failed. Walter Waring comes from Hampshire and never came from anywhere else. Indeed, the very idea of Northcountry origin is causing his ancestors to stir in their tombs and reach out for the old armour to start the Wars of the Roses all over again. The spectacle of a team of Specials with their crews dressed in steel plate trying to urge their way up a difficult trials section is so painful that I withdraw unreservedly. From the rest of the new Champion's letter, I quote the following . . . "I would like to assure you and the sportsmen in the North that Tony Rumbitt, Goff Imhof and the Southern Lights Team are only too anxious and awaiting the day to once more take up cudgels with the northern drivers, and the teams from any other part of the compass, if not in mortal combat at least in a fight to the finish". That's grand. We shall be ready

\* \* \*

MOTOR racing is, as we are so often told, dangerous and produced a wicked crop of tragedies last year. But at least one driver who came through without a scratch after a busy season, is now hobbling around on sticks as a result of over-indulgence in . . . football. So you can't be too careful.



Alan Ford's neat blend of Ford, Wolseley and Austin makes a handsome special. Behind is Snowden's Allard — one of the original models of the marque



High level talks: Gordon Mosby, a well-known motor lubrication botherer in the recent RAC Championship whilst Leslie ("The Chest") Owslow, Bartlett, AUTOSPORT'S Bill Duckworth and others lend moral support

THE Sheffield and Hallamshire's annual auction for gifts for their Children's Party raised £25, with Alan Hopkinson wielding a nifty hammer. Report says that whenever any object seemed to lag a little, Peter Whitham stepped in and capped the bidding. As a result he is now thinking of holding an auction of his own to dispose of his acquisitions. He maintains that he was only trying to attract the waiter's attention

\* \* \*

A LITTLE'S photographs of the traffic jam on Fingle Bridge in the Exeter drew a sigh of relief and the comment "Thank goodness for a three-wheeler" from Bertie Lewis Jones, who drives the Reliant, ribaldly known as the Breadvan Special. With only motorcycles and his own kindred spirits around him, he got through without any delay at all, whereas the cars were evidently choked pretty solid with a column of vehicles an hour long still to come. The Jones outfit, however, is still wondering how the Curwen and Hasemer Austin Sevens got up Simms, when he, with the same number of c.c.s. but less weight, failed for lack of power. There is probably an easy answer which we, of course, are far too polite to make!

\* \* \*

AS a matter of fact this outburst of "Northern Lights" has only reached the post by the skin of its teeth, owing to interference from a running commentary on the Monte Carlo Reconnaissance. Of a thousand and one items, grave and gay, that have come back, here is one that must be passed on for the benefit of crews in general and British ones in particular. It is this. The new Regularity Test over the Col de Nice and the Col de Braus—especially the so-called Strategic Road—is such as to turn over the toughest stomach and recolour the hardest countenance a bright pea green. This is literally true, and has been proved on crews of the highest category. The trouble is not fear, excitement, soft suspension, speed or anything but incessant and inevitable changes of direction mixed with concentration on instruments. The test itself is hectic enough in all conscience, but without stomach pills it looks like being as good as impossible. And people stopping to lean over the wall won't be very popular for there's no spare room at all. So, however strong your internals may be, don't forget those pills.



# RIVIERA R

Tuesday sees the start of the  
92 crews from Great Britain



anticipated and allowed for accordingly. The cars must be in 100 per cent. condition mechanically, every component and item of equipment must be checked and rechecked to ensure absolute reliability. Monte Carlo Rally cars carry a great deal of additional equipment and it is little wonder that big component concerns make certain that every entrant leaving their equipment has an extra-special sort of service prior to departure.

Tuesday 22nd January is D-Day for the 369 competitors in the 1952 International Monte Carlo Rally. From Glasgow, Lisbon, Monte Carlo, Munich, Oslo, Palermo and Stockholm the crews will set out on their 2,060 miles trip, all taking in the difficult Clermont-Ferrand to Monte Carlo section after converging at Bourges. This lies via St. Flour, Le Puy, Valence, Gap, Digne and Grasse and anyone who knows the mountainous regions of France will agree that the hazards of winter weather may make it almost impossible to average the required 41 m.p.h.

Although the most difficult sections of the event are encountered near the end of the long journey, normal road conditions at this time of the year can also play havoc with time schedules. Snow, ice, flooding, and, most dreaded of all, fog must be anticipated by crews on all routes. For example, the Glasgow to Folkestone people, can, if unlucky, experience frightful weather in the Pennines and North Wales. Travellers who use the roads to Scotland in January frequently find the way completely blocked by snowdrifts caused by blizzards sweeping over the bleak Brough and Bowes moors.

Taking part in the "Monte" requires crews to make their appreciation as carefully as any army commander sets down his plan of campaign. No detail, however small, can be overlooked and every possible contingency must be



A sketch map of the seven routes for the 1952 event reproduced from the official programme.



Marcel Peugeot, 1951 winner, who drove a Jupiter saloon.



Stuart Ashbury, co-driver with Geoff Holt in a Zephyr.



Ken Wharton, 1951 winner, who drove a Zephyr.



Eric Brown, 1951 winner, who drove a Zephyr.

## BROADCASTING ARRANGEMENTS

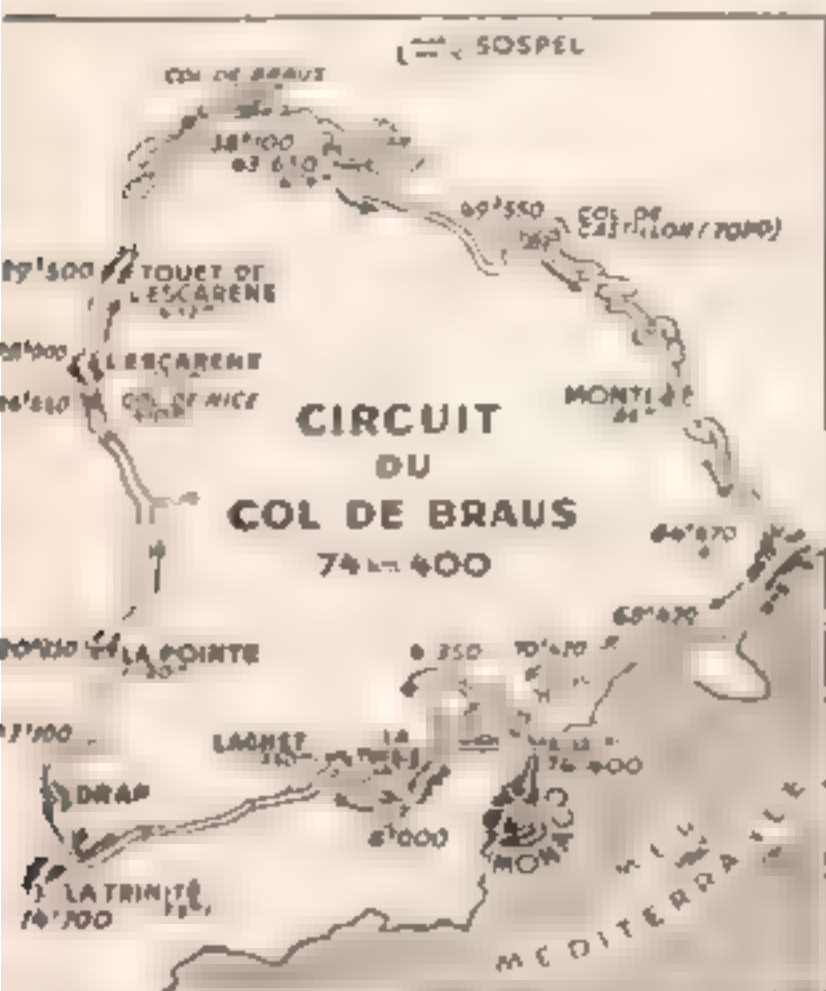
The Rally will be featured on the B.B.C. Light Programme every evening (21st-28th January) from 10.20 p.m. to 10.30 p.m. in the News. Main commentator will be Raymond Baxter, who is accompanying Gordon Wilkins in a Jaguar from Glasgow. Other commentaries will be given by John Cooper, from Monte Carlo (22nd January), and Gregor Grant (Paris, 24th January).

Radio Monte Carlo will broadcast commentaries on 22nd January (2100 hrs.), 23rd January (0800, 1300 and 2100 hrs.), 24th January (0800, 1210 and 2100 hrs.) and 25th January (2100). All times are G.M.T.



# RENDEZVOUS

International Monte Carlo Rally  
Big Event for Production Cars



The tortuous circuit which will be used for the regularity test

The largest percentage of British entrants start from Glasgow, where the Royal Scottish Automobile Club will make the usual excellent arrangements at Blythswood Square. The Lord Provost of the city, Sir Victor Warren, will send off the first competitor at 11.10 p.m., and others will follow at one minute intervals. There are five Scottish entrants this year: Derek A. McCracken (Ford), M. B. Anderson (Humber), Mary Ross Flockhart (Ford), Gordon McKerracher (Austin) and Ken Miller (Alvis). The five competitors from Ireland include Cecil Vard (Jaguar) of Dublin, who won the R.S.A.C. Cup for the best performance from the Glasgow control in 1951, and C. W. Eyre Maunsell (Humber) from Belfast.

Amongst the many noted entrants starting from Glasgow are Ian Appleyard (Jaguar) who will have his wife Pat as navigator, Mrs. Wisdom and Miss Van Damm (Sunbeam-Talbot), Mrs. Allard and Mrs. Wood (Allard), Syd Allard and Guy Warburton (Allard), Jack and Peter Reece (Ford 10 Anglia), Reg Holt and Ben Brown (M.G.), Geoff Holt and Stan Asbury (Zephyr), Jack Kemsley and Philip Fotheringham-Parker (Mina), Bob Ellison and W. S. Mason (Jupiter), Les Odell and D. B. S. Ginn (Javelin), Peter Harper and W. B. Black (Minox), Eric Brandon (Jaguar) and Wally Waring and W. H. Wadham (Jaguar).

From Lisbon we find 1950 winner Marcel Becquart (Jupiter), C. de Corstange (Peugeot), Tommy Wisdom (Daimler), 1951 winner Jean Trouvoux (Delahaye), Louis Rosier (Talbot Record), David Murray (Ford 8 Anglia),



Ian Appleyard who will have his wife Pat as navigator



Philip Fotheringham-Parker who will have his wife Mary as navigator



Jack Kemsley whose team of Minors have done so well in post-war rallies



Jack Reece a driver with his own Ford Record in 1948



Pat and Ian Appleyard, who are taking part in their first Monte Appleyard was the most outstanding rally driver of 1951

Count Monte Real (Simca Aronde), Mme. Hustinx (Peugeot), Karl Kling (Mercedes-Benz), Rudolf Caracciolo (Mercedes-Benz), A. W. Lilley (Sunbeam-Talbot) and Hermann Lang (Mercedes-Benz).

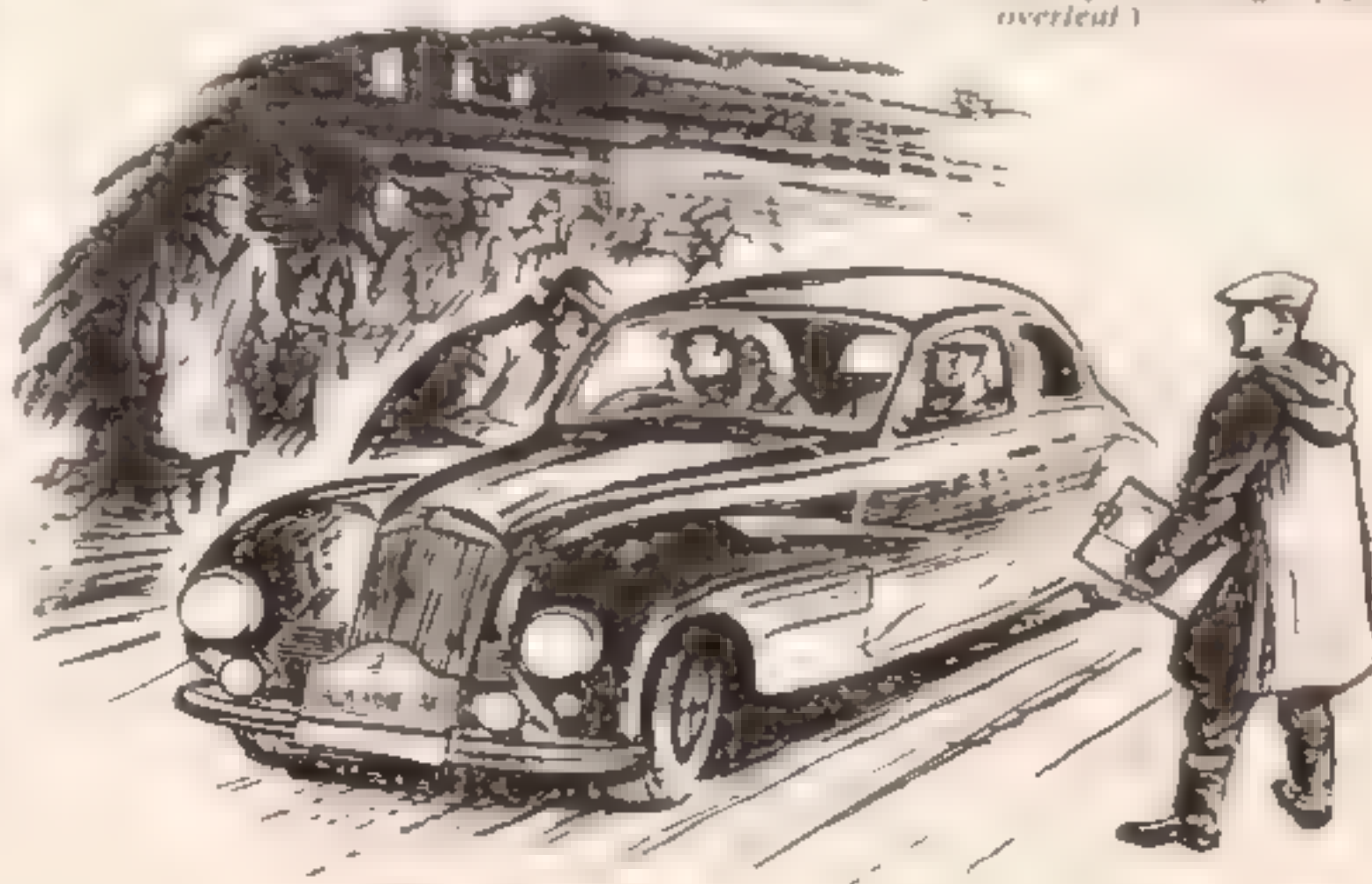
Amongst the Palermo starters are Giovanni Bracco (Lancia Aurelia) and Durino Serafini (Alfa Romeo). From Munich comes the moral winner of the recent M.C.C./Daily Express Rally, Bob Foster (Javelin).

Monte Carlo controls many drivers of international fame. Amongst them are J. Sandt (Renault), J. Scaton (Simca Aronde), Maurice Gatsonides (Humber), Dr. Angelvin (Simca Sport), Guy Maresso (Panhard), Mme. Rouault (Simca Sport), Eugene Chaboud (Renault Frégate), Jean Behra (Simca Aronde), Oscar Moore (Zephyr), Baron de Graffenried (Alfa Romeo), Stirling Moss (Sunbeam-Talbot), Ken Wharton (Zephyr), Bill Sleeman (Sunbeam-Talbot) and Louis Chiron (Alfa Romeo).

The regularity test this year will be over a 74 kilometres mountain circuit which embraces the Col de Braus, La Turbie and Col de Nice. Not only have competitors to average exactly 31 m.p.h., but secret controls have been included to check that they are doing so at all possible points.

To every entrant, AUTOSPORT wishes bon voyage and adds he hopes this 1952 may see an overall winner from Great Britain.

(For list of starters from Glasgow, see overleaf)





# SPOT THEM BY THEIR NUMBERS

## Complete List of the Monte Carlo Rally Entrants Starting from the Glasgow Control

No	Name of Competitor	Name of co-driver	Make of car
74	J. G. Reece	P. B. Reece	Ford-Anglia
75	J. S. Sneath	R. S. Sneath	Sunbeam-Talbot
76	Mrs. M. L. Vaughan	Mrs. L. F. Ashfield	Jowett
77	A. McCracken	Miss S. Van Damm	Ford-Pilot
78	Mrs. E. M. Wadsworth	W. G. Johnson	Sunbeam-Talbot
79	J. W. E. Banks	J. Risk	Bristol
80	W. D. R. Lach	J. H. Tannahill	Ford Pilot
81	G. McKinnacher	H. Brown	Alvis
82	D. C. Moore	G. G. Eastwick Field	Vauxswagen
83	R. E. Holt	P. H. Channon	M.G.
84	P. K. Braid	H. Newenham	Jowett Javelin
85	E. H. Channon	D. S. Done	Wolseley
86	P. E. D. Kennedy		Ford
87	G. N. McEneaney		Sunbeam-Talbot
88	Mrs. O. I. Johnson		Riley
89	J. P. Grounds	F. M. Warwick	Jowett
90	D. G. Warwick	A. T. Hay	Jaguar M. V
91	H. C. Roberts	R. J. Fraser	Austin
92	E. W. Duggan	J. C. McCannell	Riley
93	J. P. Kelly	S. Ashby	Jaguar M. VII
94	G. R. Holt	J. Brodiehead	Ford-Zephyr
95	E. B. Wadsworth	G. I. Varty	Standard-Vanguard
96	A. P. Warren	C. R. Hardman	Riley
97	C. Cornishby	J. J. Jones	Lanchester
98	C. F. Bartlett	I. A. Baskin	Vauxhall
99	D. Tynor	W. Chapperton	Austin
100	E. W. Gifford	G. Patrick	Hillman Minx
101	G. R. Hartwell	R. Baxter	Sunbeam-Talbot
102	R. C. Porter	G. D. C. Rose	Riley
103	G. W. Kay		Jaguar M. VII
104	H. C. Hubson	R. Bird	Austin
105	R. Nelson Harris	R. M. Carter	Jowett Javelin
106	I. D. G. Collen	B. MacArtney Filgate	Morris Minor
107	H. Pilmore-Redwood	R. M. Haslie	Humber
108	C. Vard	Mrs. P. C. Appleyard	Lagonda
109	M. B. Anderson		Hillman Minx
110	E. I. Appleyard		Jaguar M. VII
111	T. A. Anderson		Sunbeam-Talbot
112	K. B. Miller	F. D. Lang	Alvis
113	J. Clegg	N. Hill	Sunbeam-Talbot
114	M. Wick	A. W. Richards	Jaguar M. VII
115	J. H. Kemsley	P. Fotheringham-Parker	Hillman Minx
116	R. Wadshaw	H. Crossley	Hillman Minx
117	P. G. Watton		Bentley
118	J. R. J. Mansbridge	P. W. Taylor	Jaguar M. V
119	G. J. Fender	I. A. Twomey	Riley
120	R. F. Elison	W. S. Mason	Jowett Jupiter
121	W. R. Blackhart	I. M. M. Stewart	Ford Pilot
122	I. Odell	D. B. S. Giff	Jowett Javelin
123	B. McCaldin	G. Houston	Sunbeam-Talbot
124	C. B. Ollivay	W. E. Ollivay	Sunbeam-Talbot
125	P. R. Bolton	P. H. Marshall	Standard-Vanguard
126	A. P. Brown		Ford-Consul
127	C. Edge	B. Murphy	Austin
128	R. J. Adams	I. D. McCarty	Humber
129	R. A. Russell		Jowett Javelin
130	P. I. Zetter	B. C. H. Ward	Alvis
131	Mrs. E. Allard	Mrs. E. Wood	Austin
132	C. W. Eyre-Munsell	Dr. W. Jones	Humber
133	I. N. Brinkman	M. Jones	Riley
134	N. Brockley	S. Horsfield	Singer
135	R. Hoper	G. Turnbull	Vauxhall
136	S. J. Croft Pearson	C. F. Jenvey	Jaguar M. VII
137	J. D. Seaton	R. W. Merrick	Sunbeam-Talbot
138	M. S. D. M. M. Stanger	Lt.-Com. P. S. Wilson	Alvis
139	R. W. Austin	P. Jackson	Bentley M. VI
140	N. Garrard	A. C. S.	Sunbeam-Talbot
141	J. B. Giff	S. H. Thomas	Ford Pilot
142	P. C. F. Harper	W. Belfrage Black	Hillman Minx
143	I. Brandon	J. C. Walworth	Jaguar M. VII
144	A. P. Giff	R. Burn	Sunbeam-Talbot
145	J. Stoddart	G. Warburton	Vauxhall
146	S. H. Allard	W. H. Wadham	Alford
147	W. H. Waring		Jaguar

## FRANCE—SPORTS- AND HIGH-PERFORMANCE CAR PRICES

MANY readers wish to know the present prices of sports- and high-performance cars in France. Herewith a list of the main types, the prices being fixed as from 1st January, 1952:

Car	Price
<b>Citroen</b>	
Six-cylinder saloon	840,000
<b>Delage</b>	
D 6 3-litre saloon	2,575,000
Chassis only	975,000
<b>Delahaye (Chassis only)</b>	
5-litre 1451	1,005,000
5-litre 135M	945,000
3-litre 135M 3-carb	1,055,000
3-litre 135MS 3-carb	2,390,000
3-litre 215 Sport	1,365,000
4-litre 175	422,000
3-litre 178	1,457,000
4-litre 180	550,000
<b>Hutchinson</b>	
Anjou 13CV	1,000,000
Anjou 20CV	1,500,000
14-litre Grand Sport	1,800,000
2-litre Gregoire Saloon	800,000
<b>Panhard-Dyna</b>	
4CV Junior Sport	540,000
With Sprint Engine	567,000
<b>Peugeot</b>	
500 cc. 2-cylinder	875,000
<b>Renault</b>	
4CV Sport	472,000
4CV 4-cylinder 14CV	548,000
10CV Frequence	855,000
<b>Salmon</b>	
G 72 Saloon	1,780,000
G 72 Cabriolet	2,150,000
<b>Simca</b>	
7CV Sports Coupé	1,234,000
7CV Sports Cabriolet	1,254,000
<b>Talbot</b>	
Lago Baby 4-cv	875,000
Lago Baby 6-cv	1,175,000
Lago Record (Chassis only)	1,200,000
Grand Sport (Chassis only)	1,850,000

## LE MANS NEWS

### 2.9-litre Aston Martins?

AMONGST last year's qualifiers for Le Mans, the following entries have been confirmed by the A.C. de l'Ouest: Peter Walker (Jaguar), Charles Moran (2.6 Ferrari), Jacques Lecat and J. E. Vernet (4CV Renault), Scuderia Ambrosiana, one 1,100 c.c. Osca, Nigel Mann (2.6 Aston Martin) and three 2.9-litre Aston Martins entered by the works.

Applications have also been received from the following: P. Lou S. Dreyfus (4.1 Ferrari), L. Coatalen, F. Bullo and S. Fabregas (all 2.8 Pegasos), Bill Skelly (Jupiter), A. Constantin (Peugeot), R. Caron (Simca), Edgar Wadsworth (750 Dyna-Panhard), P. Flahaut (2.5 Ferrari), R. F. Peacock (Frazer-Nash), G. H. Beeton (Jaguar), three other "works" Jaguars, and an additional "works" Aston Martin.



## THE LAW AND THE COMPETITION MOTORIST

No. 4

## ACCIDENTS

THE principal point about accidents is that by far the greater proportion of them are unnecessary, and could have been avoided by the skill and foresight of either or both of the parties. A competition driver, who is presumed to possess considerably more skill and foresight than the average motorist, is not therefore likely to be involved in an accident, and, for the good name of the sport, should never be so involved when displaying competition numbers.

However, for the purpose of considering legal liabilities, let us assume that a competition driver is involved in one of the small numbers of really unavoidable accidents.

The statutory requirements in respect of accidents are contained in sections 22 and 40 (2) of the Road Traffic Act, 1930.

Section 22 (1) reads:

If in any case, owing to the presence of a motor vehicle on a road, an accident occurs whereby damage or injury is caused to any person, vehicle or animal (which is later defined as horse, cattle, ass, mule, sheep, pig, goat or dog), the driver of the motor vehicle shall stop and if required so to do by any person having reasonable grounds for so requiring, give his name and address, and also the name and address of the owner and the identification marks of the vehicle.

There is a proviso in sub-section (2) that, if the name and address are not given at the time, the driver shall report the accident at a Police Station or to a Police Constable as soon as reasonably practicable or in any case within 24 hours.

The first point to note is that the proviso about later reporting does not absolve the driver from the duty to stop immediately the accident occurs. Until the ruling in *Harding v. Price*, 1948, a mere breach of the section was sufficient to obtain a conviction, but a successful defence may now be that the driver was unaware that an accident had happened. The onus lies, however, upon the defendant to prove this to the satisfaction of the Court.

Secondly, there is no legal, as distinct from moral, liability to report damage to property, e.g. to a wall, a hedge or a tree. Damage caused to any form of wheeled vehicle, e.g. a bicycle or a hand-barrow, comes, however, within the scope of the section. Cats do not enjoy the protection of this Act, but knowingly to leave an animal lying injured in the road could lead to a prosecution under the Animals Acts.

Thirdly, although on a strict interpretation of the section it might appear that damage to one's own vehicle or injury to the driver or his passengers might be reportable, the ruling in *Pagett v. Mayo*, 1930, is usually held to absolve the legal necessity for this.

Fourthly, the ruling in the Scottish case of *Adair v. Fleming*, 1932, is normally accepted as absolving drivers from reporting to the Police accidents involving damage only where names and addresses have been exchanged. Many insurance companies, however, insist upon a report being made to the Police as a matter of routine.

By Section 40 (2) of the Act an accident involving personal injury carries greater responsibilities. The driver of the car(s) involved must either produce his

certificate of insurance at the time to a Police Constable or any person requiring its production on reasonable grounds, or report the accident and produce the certificate at a Police Station or to a Police Constable as soon as possible, and, in any case, within 24 hours of the accident. There is a proviso that the certificate may be produced in person within five days at any nominated Police Station, but the accident must be reported within 24 hours at the latest.

As a point of interest, it would appear that there is nothing in the Road Traffic Act to prevent a damage-only accident being reported by telephone, but, where injury is caused, a personal report must be made by the driver.

In connection with personal injury accidents, it should also be noted that, where medical attention is given as the result of the use of a motor vehicle on a road, the user of the vehicle is liable for a fee of 12s. 6d. and, if the doctor has more than two miles to travel to give treatment, a sum not exceeding sixpence per mile travelled.

On the practical side, most insurance companies supply an accident claim form which contains much valuable advice, but requests detailed information about the accident. If this form is always carried on the car, these details can be inserted on the spot. It should be realized, however, that there is no legal power to demand insurance particulars in a damage-only accident. Whilst first aid to the injured must be the primary consideration, it is unwise, and, on the Continent, unlawful, to move the vehicles until the Police have taken measurements. Finally, obtain the names and addresses of witnesses as quickly as possible; however swiftly the Police arrive, the witnesses, with that characteristic British dislike of being involved in anything, will then have vanished.

However, why be involved yourself? Is any accident really unavoidable?



MEASHAM RALLY: "Doc" Harris (Fraz & Nash) in the reversing test during the Midland V.S.C.C.'s popular event. A report of the Rally appears on page 90.



**EASY HANDLING.** The Jupiter responds instantly to the wheel, and is altogether a delightful machine to drive. John Bolster is seen here deliberately provoking a slide.

WHEN I took over a Jupiter recently, at the makers' Albemarle Street showrooms, I must admit that I did not anticipate much excitement during my next few days of motoring. The luxuriously equipped and solidly constructed body has more of the American "convertible" about it than of the British sports two-seater, and with only 14-litres of engine, it did not seem likely that this would be a brilliant performer.

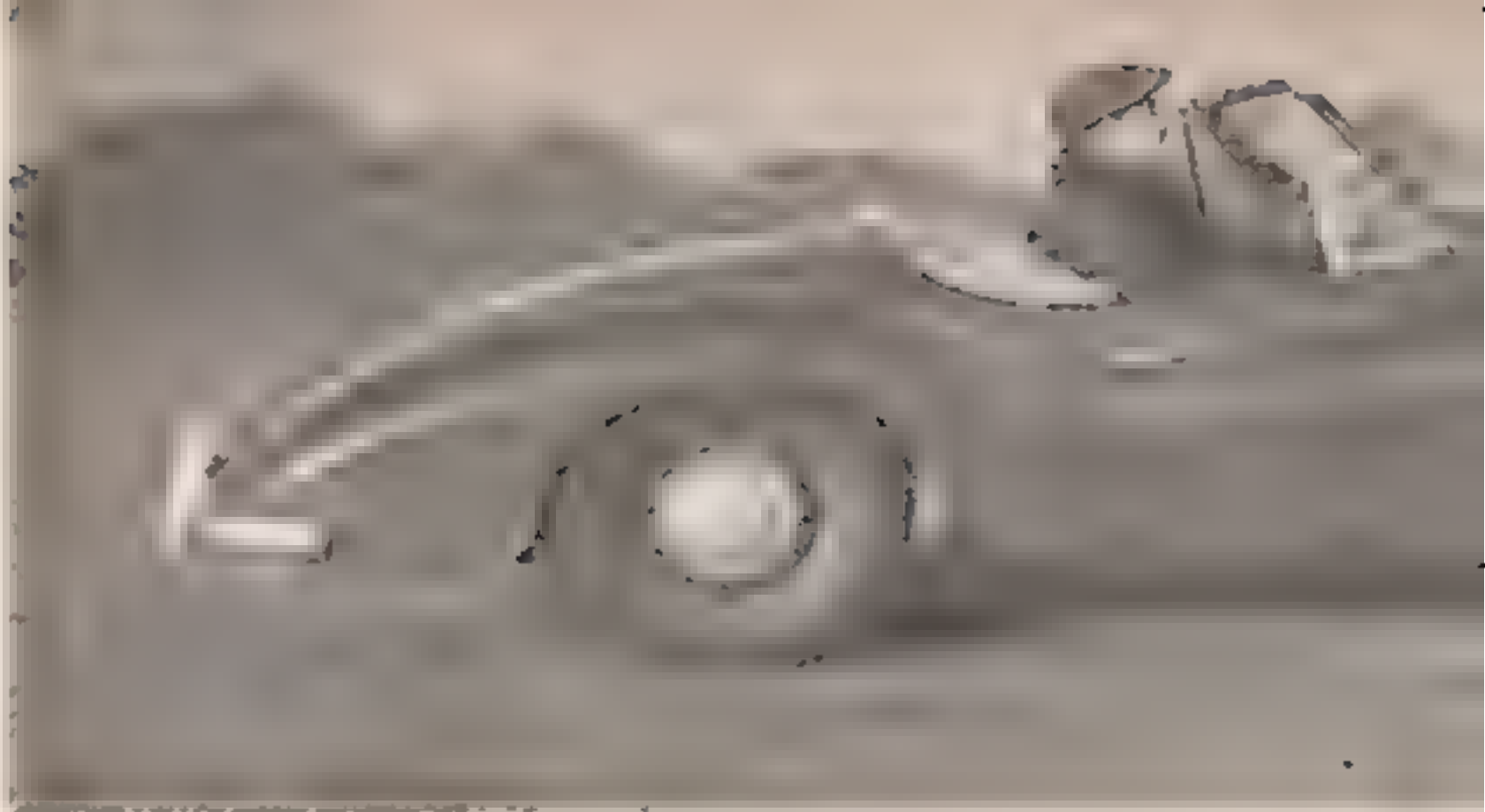
As I threaded my way through the London traffic, my first surprise was the remarkable low-speed torque provided by the flat-four power unit. Top and third suffice for this work, and second gear provides quite brisk standing starts. These ratios are all synchronized, so the laziest methods of selection may be used. Having tinned over-long talking racing-cars at Walton-on-Thames, it became necessary to handle the car more briskly, if I were not to be late for a dinner appointment. This entailed crossing a fair section of Surrey and Kent in darkness and heavy rain.

In addition to assessing a car's suitability for normal use, a conscientious tester should discover what happens under extreme conditions of driving. The most cautious owner may inadvertently enter a corner at an excessive speed, and then only the controllability of his vehicle stands between him and disaster. Accordingly, whenever it was safe to do so, I flung the spray-enveloped Jupiter through the curves to the best of my ability. I was utterly dumbfounded at the result,

for the machine simply stuck to the road, and followed its nose with complete accuracy. Here was a challenge, and so I turned off the radio, sat up straight, and entered the next corner at an entirely impossible speed. A very gentle four-wheel drift was the result, and the course was held without any appreciable correction on the steering.

This particular car was fitted with a new type of steering mechanism. It is still of rack and pinion form, but a universally jointed column gives a more sensitive "feel" than previously. Certainly the geometry, and suspension characteristics in general, must be unusually good. The exceptional controllability remains constant whether one has two passengers, luggage, and a full tank, or travels light and solo.

The riding of the Jupiter is on the firm side by modern standards, but no rolling or pitching is apparent under any conditions. The tubular frame is very rigid, and the suspension is by torsion bars all round. In front, there is i f s, with wishbones of unequal length, and at the rear there are two pairs of trailing arms, with



## JOHN BOLSTER TESTS 1½-LITRE JO

1951 LE MANS AND MONTE  
REVEALED AS A HIGH-PERF  
CORNERING CHARACTERISTI  
NEAR



**SHUT** (Above) This picture was taken outside the "White Hart", at Yelverton, but the famous hostelry was closed for

**OPEN** (Left) The hinged bonnet-cum wings unit makes for remarkable accessibility of engine and components







# TT JUPITER

RALLY CLASS WINNER IS  
THE CAR WITH EXCEPTIONAL  
A MAXIMUM SPEED OF  
P.H.



the torsion bars across the chassis. A Panhard rod locates the Salisbury hypoid axle, and damping, front and rear, is by Woodhead Monroe telescopic shock absorbers. The static deflection of the i.f.s. is 7 ins., with 6½ ins. behind.

When one sees a stripped chassis, the very forward mounting of the engine gives a nose-heavy appearance, which one would expect to reflect adversely on the road holding. Actually, the block is very short, and is cast in DTD 133B aluminium alloy. Normally loaded, 53 per cent. of the weight is carried by the front wheels and 47 per cent. by the rear, which is not out of the way. I did not have an opportunity of driving on snow and ice, but about average traction is given on mud or wet wood blocks. Whether a lighter body would greatly affect the issue

I cannot say, but I hope to settle the point by trying the "R 1" competition model later in the year.

The flat-four engine is smooth and revs freely. One normally regards 5,500 r.p.m. as the maximum, but this is by no means the limit. It is not mechanically noisy, but there is a metallic hardness in the exhaust note, which is not sufficiently marked to be annoying. The indirect gears just miss complete silence, and the ratios are well chosen. I shall never love these modern steering column gear levers, but this one is the lightest and most definite in action that I have yet encountered. It does permit an extra passenger to be carried for short distances, though the body is not really wide enough to be regarded as a true three-seater.

By mounting the engine and gear-

## SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Jowett Jupiter sports 2-seater convertible price 1975 (plus £543 p.t.)

**Engine:** Four cylinders, 72.5 mm. x 90 mm. (1,485 c.c.). Pushrod operated overhead valves. 63 b.h.p. at 4,750 r.p.m., 8 to 1 compression ratio. Twin down-draught Zenith carburettors. Lucas coil and distributor, with automatic advance.

**Transmission:** Borg and Beck clutch, 4 speed gearbox with steering column control, ratios 4.56, 6.30, 9.9 and 16.3 to 1. Divided propeller shaft, with 1 Layrub and 2 Hardy Spicer joints. Salisbury hypoid bevel rear axle.

**Chassis:** All tubular welded frame in chrome molybdenum. Front suspension by unequal wishbones, rear suspension by two pairs of twin trailing arms and Panhard rod torsion bars and Woodhead Monroe telescopic

dampers all round. Pressed steel ventilated disc wheels, fitted 5.50 ins. 16 ins. tyres. Girling hydraulic brakes lining area 122.8 sq. ins. Rack and pinion steering.

**Equipment:** 12 volt lighting, starting and radio, Speedometer, revolution counter, water temperature, oil temperature, and fuel gauges, air filter and oil pressure gauge, cigarette lighter.

**Dimensions, etc.:** Wheelbase 7 ft. 11 ins. Track: front 4 ft. 4 ins., rear 4 ft. 2½ ins. Length 14 ft. Turning circle 32 ft. Weight 184 cwt.

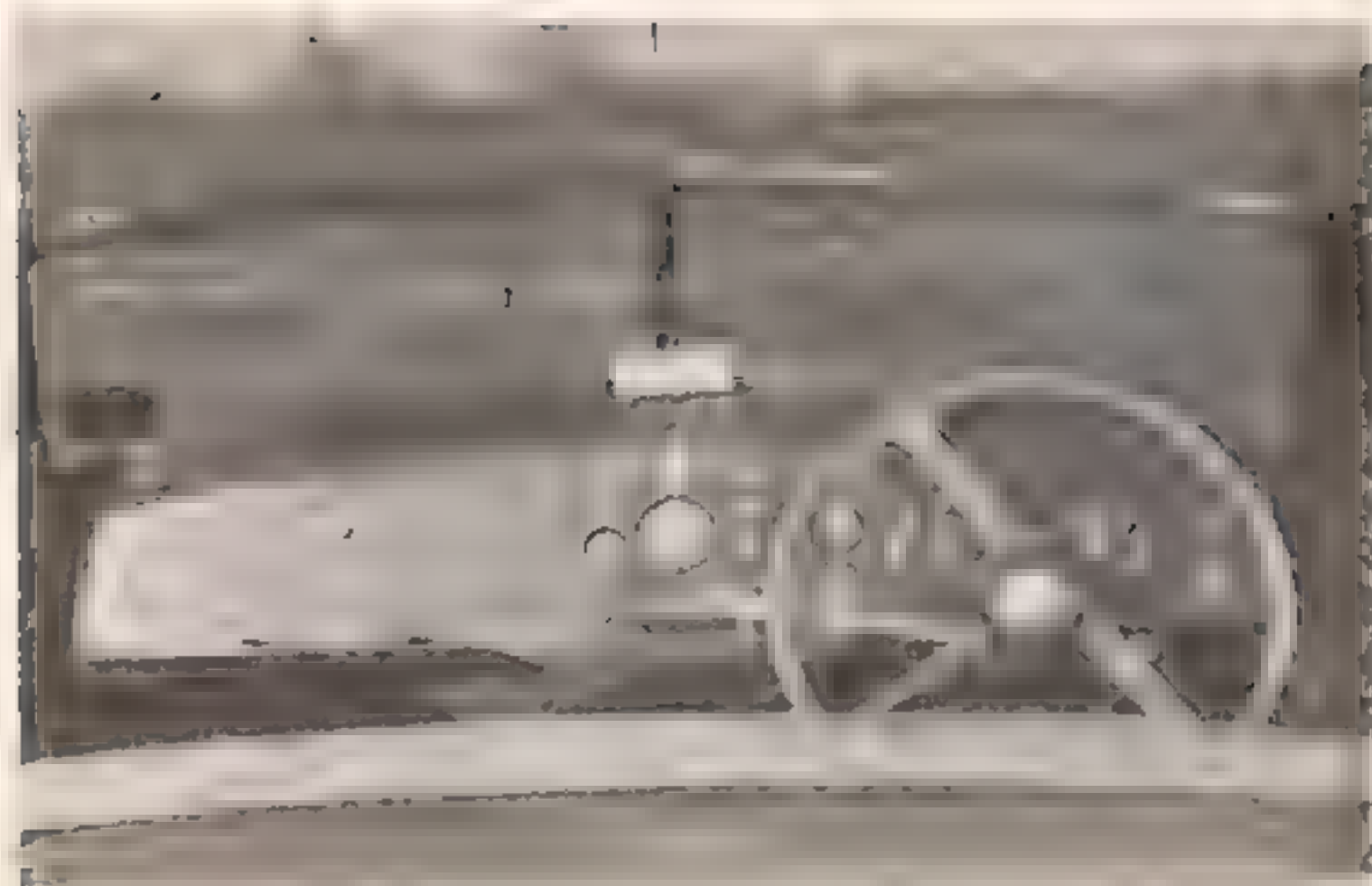
**Performance:** Maximum speed (mean) 88 m.p.h. Speeds in gears, 3rd, 67 m.p.h., 2nd, 40 m.p.h. Acceleration, standing quarter-mile 21 secs., 0-50 m.p.h. 10½ secs., 0-60 m.p.h. 14½ secs. 0-70 m.p.h. 21 secs.

**Fuel Consumption:** Driven hard, 23 m.p.g. Petrol tank capacity, 10 gallons.



FLAT FOUR (Right) . . . or more correctly, horizontally opposed 4-cylinder—a close-up of the efficient Jupiter ohv engine, showing the oil cooler, water pump and dynamo drive distributor on the "mushroom" pattern air silencers for the two Zenith down draught carburettors.





**The Jowett Jupiter—continued**

box so far forward, a flat floor is secured. That increasingly popular refinement, a divided propeller shaft, is employed, and the steady bearing is rubber mounted. The Girling hydraulic brakes behave very well, but require rather more pedal pressure than some of the feather-light systems one meets today.

The body is comfortable and heavily constructed, and there is enough luggage accommodation for two moderate-sized suitcases, to which access is gained by folding forward the rear squab. The hood is very easy to raise and lower, and stows neatly under cover. It is thoroughly weatherproof, but wind noise and drumming are pronounced above 80 m.p.h. Visibility is quite good, but it could be improved by lowering the bonnet line, which

would also be beneficial to the car's appearance. The Farina-bodied Jupiter has been so treated, and this confirms my point.

Accessibility is excellent, for the complete mudguard, bonnet, and lamp assembly hinges upwards in one piece. The engine is then entirely exposed, for it lies ahead of the radiator, and it would appear to be only a matter of minutes to remove the unit from the chassis.

The performance figures given in the data panel do not tell the whole story. I found that I was constantly tempted to drive the car very hard, because of the roadholding characteristics that I have already mentioned. The oil temperature gauge obstinately refused to rise during this treatment, so the separate oil radiator must be effective. The highest speed I attained was 92 m.p.h.,

*High quality is the keynote on the Jupiter; the beautifully finished fascia panel is provided with all the necessary instruments, well-placed and easy to read*

which showed as 95 m.p.h. on the speedometer, but I must admit that I reached the ninety mark on the road far more often than with some cars of greater potential performance. That may seem brutal treatment for a poor little 1½-litre, but I can only plead that it seemed to enjoy it just as much as I did. Naturally, such goings on were reflected in the fuel consumption, and I averaged 23 m.p.g., whereas other journalists have approached 30 m.p.g.

The acceleration figures are better than one would expect for a car of this weight. I put that down to the engine's high output in the middle of the range; the maximum torque is 84 lb./ft. at 3,000 r.p.m. Two alternative compression ratios are available, and the car I used had the higher one. This is intended for 80 octane fuel, and considerable pinking was evident when, for a short period, I had to use pool. No doubt a couple of turns on the accessible distributor adjustment would have reduced this, however. The windscreen is easily detachable for competition work, but the test figures were obtained with the hood and windows up. The powerful headlamps allowed the maximum speed to be used at night.

In a few words, the Jupiter is a lively and easily handled little car, of smart appearance. It has exceptional cornering powers and no vices, and ranks high among modern sporting machinery for safe, high-speed transport on the narrow, overcrowded roads of this island.

## ALLARD AND FERRARI WINS AT SAO PAULO

THE race meeting last week-end on the 4.96 mile Interlagos circuit at Sao Paulo, Brazil, resulted in victories for Romero (Allard) and World Champion Fangio (Ferrari). The sports-car race took place on Saturday, 12th January, and was contested over 10 laps, a distance of nearly 50 miles. The winner, Pedro Romero, finished in 45 mins. 47.9 secs. in his J2 Allard, followed in by a Maserati driven by Francisco Azevedo.

The *Formule libre* racing event over 25 laps (124.2 miles) was won by Juan Manuel Fangio driving a 2-litre Ferrari. The Brazilian driver, F. Marques, fought valiantly with a

two-stage blown 1½-litre Maserati, and took second place ahead of Froilan Gonzalez in another 2-litre Ferrari. Bonetto and Pagani journeyed from Italy for the races but both retired.

The drivers at Interlagos will take part in this Sunday's Rio de Janeiro G.P. at Gavea. Subsequent events in South America are the two Buenos Aires G.P.s in the Argentine on 24th February and 2nd March, and two races in Uruguay on 9th and 17th March. Two blown 1½-litre Simcas from France are now on their way to Argentina to take part, to be driven by Simon and Manzon.

## NEW HOME FOR "AUTOSPORT"

AS from today (18th January) the address of "Autosport" will be 159 Praed Street, London, W.2, (Telephone Editorial and General Office, PADddington 7673; Advertisement Department, PADddington 7671-2.) Rapid growth and continual expansion of our interests have dictated the move to much larger and more commodious premises. Editorial, advertising and business offices will be housed in the same building, which is close to Paddington Station. Praed Street can be approached either from the Edgware Road, or from Bayswater Road off Westbourne Terrace, near the Victoria Gate for Hyde Park.



# EIRE'S GRAFTON CUP TRIAL

Kevin Murray Takes P.A. in Dublin  
U.M.C.'s "Annual"

THAT eagerly awaited and excellent annual event the Grafton Cup Trial was once again a great success this year. Held in the Deer Park of the beautiful Powerscourt Demesne last week's event attracted an entry of 27, all of whom were starters. Three laps of the circuit included 15 observed sections and 12 driving tests on completion of which a total of 210 marks could be collected. No competitor gained the total but Kevin Murray in his V8 M.M. special made best performance with a total of 162 marks.

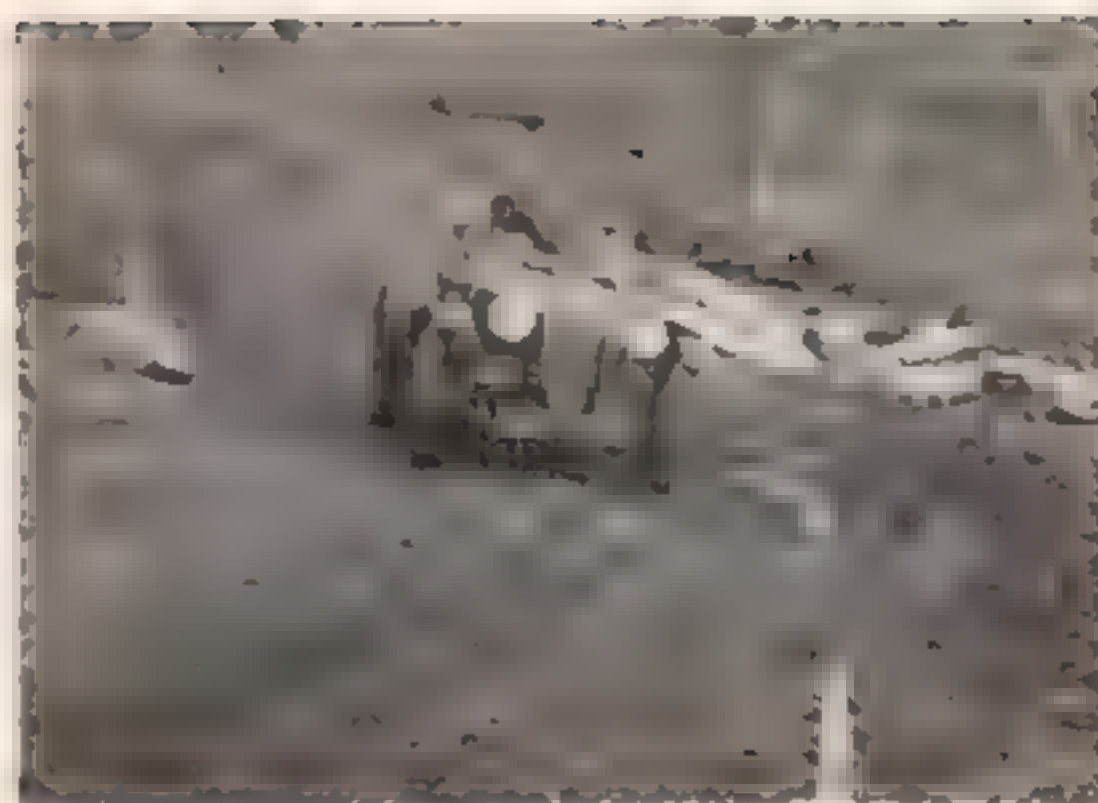
Immediately after the start, at the Deer Park Gate, competitors were faced with Section 1, a long slippery incline up which only seven were clean on all three laps including Harold Johnson (Lancia Spl.), Murray, Norman Young (Ford Spl.), Hugh Crawford (C.F.M.), John Ohle (Dellow), "Bill" Young (I.C. M.G.) and Maurice Cavey (M.K.V.).

The first test was at Waterfall House and involved accelerating round a corner and reversing back between three trees to the start. Best here was Tom Ohle in 20½ secs. followed by Murray in 21 secs. In Test 2, a reverse-forward affair at the Old Bridge, Cecil Vard (I.C. M.G.) was best in 14½ secs.

Sections 2 and 3 were at Scramble Start where, in Test 2, Murray was best with 24 marks out of 30. In Section 3 more than half the entry were clean for the three laps. Section 4, best called "the Wiggle", immediately following Scramble Start, was tricky but was effectively dealt with by many.

On Section 5, a longish sticky grass climb, no one was clean after the first lap, best being Tom and Jack Ohle. Murray and Cavey

*Kevin Murray superbly maintained 12 M.G.'s "the Wiggle" during the Grafton Cup Trial*



Test 3, a speed hill-climb including two hairpin bends and a loose surface, saw Murray best, twice clocking 23½ secs. Tom Ohle made it in 24 on his first lap but on his second climb he lifted his rear axle rear wheel high in the air on the bottom hairpin, his supercharger whine rose to a scream and before he could lift his foot the wheel landed again, tearing pieces out of the rear axle with a most sickening noise. Jack Ohle very nearly killed photographer Maxwell Boyd and Autosport's reporter when he over-aid the second hairpin in the Dellow, mounted the bank and dived off that across the course and on to the grass where they had been standing a second before. He managed a neat 26 secs. all the same! Particularly neat were "Bill" Young (I.C. M.G.) and Mrs. Evelyn Flynn, who took a very nice line each time with her T.D. Unfortunately she retired on lap 3 for reasons unknown.

Test 4, at Paddock Gate, called for forward reverse manoeuvring along the road, back on to the grass verge, across the road and a little motoring cross-country round a pylon and back to the start. Cavey was best here with 24½ secs. and Tom Ohle and Gibney tied for

second best with 24½ secs. As it was getting somewhat dark towards the end of the last lap this test was altered to a straightforward forward-reversing test on the road and on this lap Bell was best with 13 secs.

This was a really fine trial for both competitors and spectators, held in a place where almost every section and test could be seen with a minimum of moving about, and was a true "drivers' trial", including as it did, something of everything. The organization was very good and, apart from the seven unfortunate who had to retire, everyone was well satisfied.

H. A. O'H.

## RESULTS

Premier Award: K. P. Murray (M.M. Spl.), 162 marks.

1st Class Awards: J. Ohle (Dellow), 134½; M. Cavey (M.K.V.), 129; J. Bell (Belford), 123½; Le Fann (Ford Spl.), 110; C. Vard (M.G. TC), 104.

2nd Class Awards: H. Johnson (Lancia), 102½; A. L. Young (M.G. TC), 94; R. A. Laird (Dellow), 92½; J. Bewley (Ford Spl.), 88½; N. R. Young (Ford Spl.), 85.

## SCOTCH CORNER

I AM wondering if marrying a Scotch woman automatically makes you a Scot. I mean it would more or less explain Russell Lowry's remarks of a fortnight ago and I take it that when he prophesied that the next R.A.C. Trials Champion would be a Northerner he was, of course, meaning a Scot.

Certainly if Duggie Mickel, Ted Patterson and Ernie Herrald have got anything to do with it there won't be any doubt. With a permit in their pocket and strict injunctions to their wives not to wait up, those enthusiastic officials of the M.G. Club's Scottish Centre have been spending their recent week-ends prospecting for newer and stickier slopes for their trial on 9th February. They are working on the basis that the sooner they get our trials types out for practice the better, and they are being ably supported in the matter by the Lothian Car Club who are also planning to run a trial some time next month.

## — By "AENEAS"

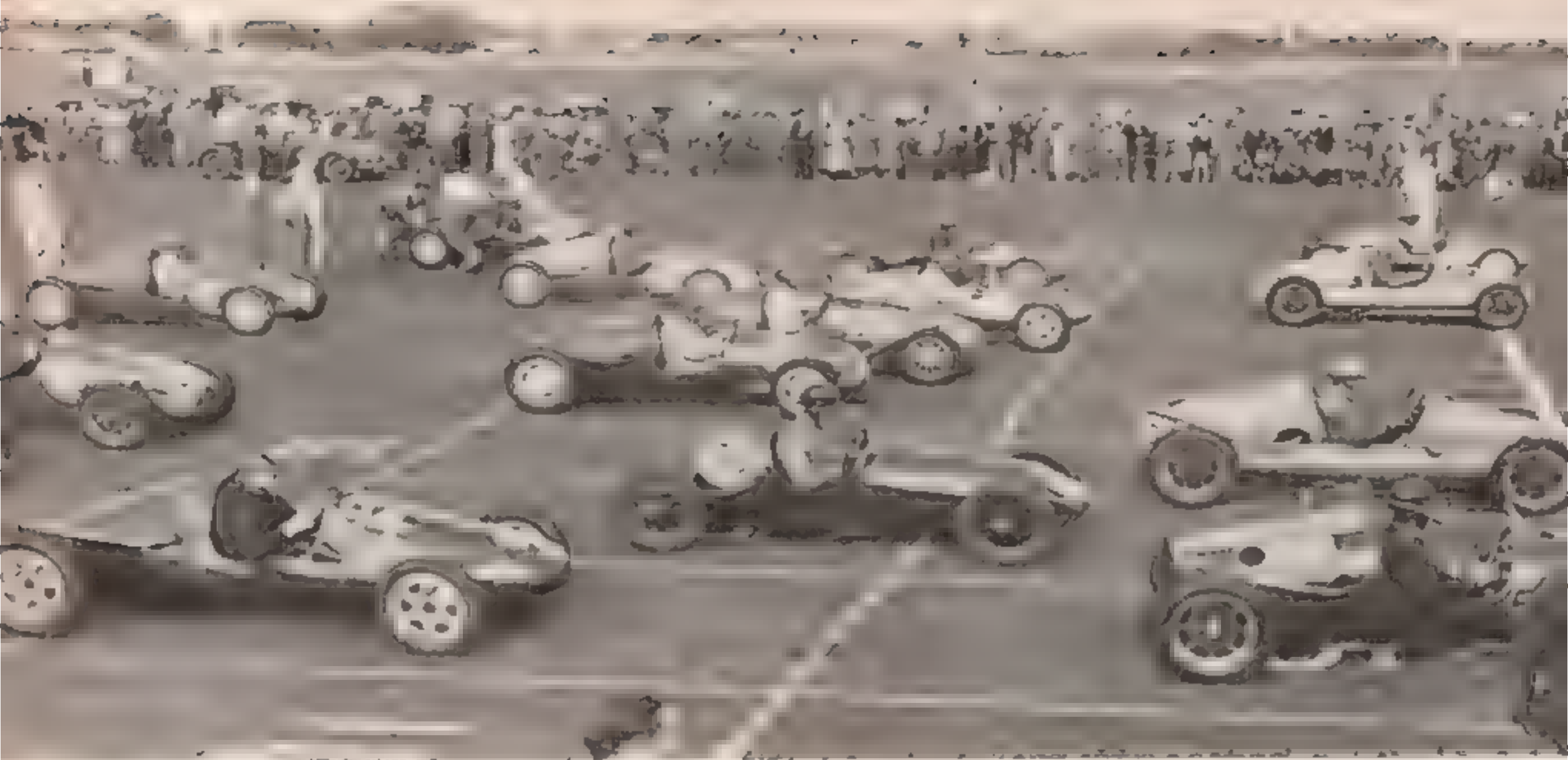
TALKING of the Lothian C.C. reminds me that the business commitments of that good friend of Scottish sport, Malcolm Smith, have made it impossible for him to continue as Secretary. The new office-holder is Dan McKay, of 7 Rutland Square, Edinburgh, who will also shoulder Malcolm's responsibilities on the Winfield Joint Committee. Those responsibilities will be fairly heavy this year as Winfield has now obtained international status and after some discussion over dates between France, Sweden and the F.I.A., Scotland's first international circuit race meeting will take place on 21st June.

The Berwick and District M.C., the Hawick and Border M.C. and the Lothian C.C., who form the Winfield Committee, are to be mightily congratulated on their efforts. Looking around at the healthy state of motor sport in Scotland it is extremely difficult to believe that prior to October, 1950, there had been no circuit motor racing

as such. All that remains now is for the Winfield Committee to manage to attract some of the famous Continental aces for the event; that they can do it I have little doubt as Stirling Moss, Bob Gerard and George Abecassis have already shown their willingness to appear at Winfield. As for Reg Parnell, I think he must have a Scotch Corner in his heart for this circuit.

ANOTHER aspect of the growing importance of Scottish circuits is the effect it will have on the abilities of our home drivers. Already they are showing a new confidence as indicated by the ~~announcement~~ concerning the formation of ~~the~~ Fosse in last week's issue of Autosport. Ron Flockhart is another capable and efficient driver whose name hasn't been often enough in the news of late, but I am hoping that this may be remedied in the near future. Ron is one of the six Scottish competitors in the Monte Carlo Rally and crewing with him in his Ford are Ian Stewart and Alistair Birrell. Alistair came in at the last moment for Ian Sutherland.





## "FIVE HUNDREDS" FOR THE POOR AGAIN?

Formula 3S — A Workable Price-Limited Class Within  
Formula 3—Attractive Scheme Embraces "Selling-Plate" Ideas

by

**DICK CAESAR**

CHEAP racing is a will-o'-the-wisp that most of us pursue in vain. The "500" formula is good if you like Austin Sevens and do not come up against "Lotus"! The Ford Ten formula gives you a wider choice of chassis layout but seems certain to increase in cost. Both suffer from trying to combine racing and everyday use in one car. In my opinion, you cannot race without anxiety on Saturday in a car on which you rely to get to work on Monday. Right down to the breadline, two cars, a racing-car and an *equipe* car, are the best solution. Besides, a racing-car is in some ways so much easier to build because you do not have to bother with wings, silencer, wheel hood, horn, electric and all the odds and ends that make the completion of a road car so tiresome. You are concerned with essentials alone.

"One Design" classes have never made much headway, and in any case such a machine would have to be factory-built and therefore could not be as cheap as a "special". It has often been proposed that a class should be run with a maximum price limit on the cost of the cars, but it is quite impossible to discover, let alone limit people's expenditure on their cars, so this is not a solution either. At first the "500" movement did provide cheap racing and the Half-Litre Club does run races for non-series-built cars, but as some of the most expensive cars of all are "one-off" and these races are often won by cars which are well able to hold their own with manufacturers' cars anyway, the exclusion of series-built cars is not the answer.

Recently the cost of racing under Formula 3 has risen so much that it is

now beyond the reach of the ordinary hard-up enthusiast for whom the "500" movement was started. Many who welcomed it eagerly and began to build cars must since have given up in despair as competition drove up costs. Now it is all to the good that the 500 c.c. car should be developed as far and as fast as possible, especially where foreign competition is to be met; but it is also desirable that there should be a subsidiary class in which costs are both moderate and stable. This is widely recognized but no satisfactory solution has been found. Yet it seems that one simple and easily applied addition to the rules of Formula 3 would provide just such a class and it is the purpose of this article to put forward this idea. Let it, however, be emphasized at once that the suggestion is for a subsidiary 500 c.c. class for the poor which would in no way interfere with full dress Formula 3, except possibly to relieve some of the congestion in the more over-subscribed events.

It is the engine which is the key. This is where most of the money goes. If expenditure on the engine could be limited to a comparatively low figure, horse-power and therefore performance would come down in proportion; the demands upon suspension, brakes and steering would be less severe and the whole car could be a more modest and therefore less expensive affair, such as the

earlier "five hundreds" were, and the home bunder would come into his own again.

Since it is impossible to find out, let alone control competitors' expenditure on their engines, the restriction must be imposed in another way. Here is the idea: Let a 500 c.c. racer be run exactly as at present but with the additional rule that each competitor must undertake, if placed, to accept any offer of, say, £40 for his engine, made by a fellow competitor during the meeting, and to hand it over at the end of the meeting. The figure of £40 is taken simply as an example, but seems approximately right for present conditions. It should be fixed throughout each season but could be varied from year to year.

Let us call this class with the selling rule "Formula 3S" and examine its implications first for competitors and then for organizers.

First of all, every existing "five hundred", good, bad or indifferent, would be eligible in this class—though owners of "double knocker" Nortons would be well advised to fit "cooking" engines for the occasion! With up-to-date racing engines ruled out there would be a much wider choice among the better sports and obsolete racing units, much as was visualized in the early days of the 500 movement. Anyone with a flair for tuning might even make some money now and then by winning with a £20 engine and getting it bought off him for £40! Again, the owner of a heavy or unhandy car could make up for these deficiencies in part by using a better power unit than could a rival whose car flattered its engine. This would tend to



even up performance and produce extremely closely contested racing. Cars now obsolete in Formula 3 would gain a new lease of life and there would be a real chance for home-built "specials".

Race speeds would certainly be a little lower, but not enough to spoil the spectacle, while fields would be large and competition extremely close, which is the most important thing of all for the spectators. Reliability should be reasonably good because all the experience gained under Formula 3 could be applied equally well to Formula 3S and there need be no fear of a return to the embarrassing debacles of the infancy of "five hundred" racing. It is possible that now and then someone might be tempted to ease up for fear of losing his engine, but he would lose his place and no one else would be any the worse. Moreover, it is unlikely that anyone would be challenged to sell unless he had done outstandingly well on more than one occasion.

#### No Organizational Problems

The organization of races under Formula 3S presents no problem at all. It is exactly the same as for a Formula 3 race and even the scrutineers have nothing extra to do. It would be quite possible to run the same machine in both classes at the same meeting, with or without an engine change between events.

What does at first sight present some difficulty and certainly needs careful thinking out, is the procedure to adopt when a competitor wants to challenge another under the selling rule. Such

early successful competitor is a small price to pay for permanently cheap racing.

The notification of the driver challenged would have to take place after his last Formula 3S race in the programme because if he were to drive in a race knowing that he would be parting with his engine at the end of it, he could hardly be expected to use all his usual care for its well-being. No doubt challenges to sell would be subject to the engine still being in good condition when the time came to hand it over and, in order to safeguard the challenged competitor, it should not be permissible to withdraw a challenge so long as the engine was in good condition and all regulations observed. Probably the Steward should hold the cheque until notified by the challenger that he had received the engine and was satisfied. This would normally ensure that correct procedure had been followed but it would be the Steward's duty to see that this was so and deal with disputes. If more than one challenge was received in respect of the same engine it would be wise to decide by lot who should have it. This would discourage people who expected to be challenged from arranging for one of their friends to put in the first bid and subsequently hand the engine back.

It would also have to be laid down what must be included with the engine when handed over. The magneto and carburettor would no doubt go with it but not necessarily the exhaust pipe or any other accessories. Some provision would also have to be made for engines

built in unit with their gearboxes, perhaps a higher selling price for combined units.

Some readers may wonder why the selling rule should be applied only to the engine and not to the whole car. There are several reasons. Very high volumetric efficiency is most expensive and during the preparation and maintenance of a Formula 3 race winner it is into the engine (or engines!) that most of the money goes. Then nothing should be done to discourage people from having the best chassis they can get and turning out their cars as well as possible. An inferior engine cannot do much harm, but a bad chassis is a menace to everyone and scruffy bodywork is at least very undesirable.

#### Would Risk Parting With Engines

Another good reason for applying the selling rule to engines only is that most special builders put more of themselves into the car than into the engine and would rather risk parting with the engine than with the whole car. This is natural because they cannot alter the design of the engine very much whereas the car is a whole gives them almost unlimited scope for their particular preferences and can be a highly personal creation.

Even the engine tuning enthusiast has some scope under Formula 3S. He has a far wider choice of possible power units and can exercise his skill to save himself money by making a £15 engine go like £40.

But apart from all these details the great attraction of Formula 3S as a recipe for cheap racing is that it would be so easy to put into practice. No new formula, no new type of car, no system of handicapping or special form of race is involved. Scores of potential cars and competitors are ready and waiting. All that is necessary is an agreed value for engines for 1952, and agreed procedure for working the selling rule and the consent of a few clubs to give the idea a trial next season. At least one fine trophy is available for the class if it materializes. Now what about it?



offers, as has been said, would probably be rare, but a definite and watertight procedure would obviously have to be laid down. In the first place such an offer would have to be made through a responsible official of the meeting who would not be too busy with other duties. The obvious choice seems to be the Club Steward, who is usually not very hard worked and has to be a responsible person. To him challenges would have to be conveyed, accompanied by the challenger's cheque as in the case of protests, within a certain time limit after the end of the last Formula 3S event of the day, which preferably should not be too late in the programme. It would be his duty then to notify the challenged competitor as soon as possible after the last Formula 3S event, but not before it that an offer for his engine had been made and that he must remove it and hand it over within some reasonable time limit, say two hours. This last may seem a severe condition but it is necessary in order to ensure that it is handed over exactly as raced and that the important bits have not been changed. In fact this should be explicitly forbidden. The occasional inconvenience to a particu-



A good £40 worth—if the owner would part! Dick Caesar's scheme would not encourage engines such as the "double-knocker" Norton in Formula 3S.



## CORRESPONDENCE

### Taruffi and B.R.M.

I WAS practically speechless, in fact dumbfounded, when I read the following statement in a provincial Sunday newspaper dated 6th January, 1952:

#### B.R.M. OFFER TO ITALIAN

Piero Taruffi, crack Italian racing driver, said in Milan last night that he had received an offer from British Racing Motors to drive the new B.R.M. car in Grand Prix events this season. He said he was still considering the offer.

"The B.R.M. is a good car and its performance has improved lately", he added.

Taruffi, who is 45, drove for Alfa Romeo two seasons ago, but switched to Ferrari last year. He tried out the B.R.M. during its testing at Monza track last year.

I would be the first to agree that Taruffi is a first class driver, but surely it is a terrible slight on quite a number of British drivers to offer him the wheel of a B.R.M. I could name probably half-a-dozen British drivers who, given the opportunity and a little experience with the car, would be quite capable of getting the best out of it.

J. CECIL WINBY

1 FARMINGTON SPA

### Remember the Rally?

MY brother and I are joint owners of a Rally two-seater sports-car which was first registered in England (the car, of course, being French) in 1934. We have discovered that, while the original Rally carried either a 7 h.p., double o.h.c. blown motor or a 10 h.p., straight-eight double o.h.c. motor, our car has what appears to be a S.C.A.P. motor—Belgian, we believe. This is a 4-cylinder 10 h.p. engine having a fully machined 2-bearing crank shaft with a long white metal sleeve front main and a large ball race back main. The big-ends are white metal bearings on fully machined con-rods. The valves are overhead, operated by long push-rods from an offside mounted camshaft, and run direct in the head, there being no guides. A massive twin double-gear oil pump feeds via large-bore pipes to the front main and on to the big-ends and rockers. The engine is fed through a single centrally mounted S.U. carburettor and drives a 3-speed, crush-type gearbox through a single-plate clutch running in oil. All gear-drives to camshaft, oil pump, etc., are housed in the flywheel casing.

We should be obliged if any reader could supply information concerning Rally cars and S.C.A.P. engines, or, alternatively, could recommend any early publications which carry details and more particularly, drawings of both.

I would add that we have looked through various old motor manuals, but can find no mention of either.

We look forward to next Friday and all others to come—keep up the good work and please accept our sincere best wishes for 1952.

R. A. MERCER

LOUGHTON, ESSEX

### The 2-litre Jaguar Engine

WITH next season's emphasis on Formula 2 racing and the importance of developing a 2-litre unblown engine for 1954 (or perhaps 1953 if the Italians have their way, and they usually do!), I must say I am rather surprised to see that one of the most promising 2-litre unblown engines to come to light since the war has

apparently been overlooked. I refer, of course, to the 4-cylinder, twin-cam Jaguar unit, which was born at the same time as the 3½-litre XK 120, the performance of which is now indisputable.

It will be remembered that when the XK 170 was announced, the manufacturers stated their intention of producing a 2-litre version to be known as, if my memory serves me right, the XK 160. The same chassis and body were to be used, and the weight, again relying on my memory, was to be some 2½ cwt. less and the engine was to produce 95 b.h.p. on pump fuel.

As we all know, "Goldie" Gardner had one of these engines prepared by Thomsons and Taylors and installed in his evergreen (sic) Gardner Special, knocking Class E records for six at Ostend in 1948, reaching 176 m.p.h. on one run with the aid of that wonderful aerodynamic body. Since then nothing seems to have been heard of this promising design from the racing or the production angle.

The Ostend runs seem to suggest that the engine was producing power in the region of 160-170 b.h.p., so surely a detuned version for Formula 2 must be worthy of Mr. Lyons's consideration?

DOUGLAS ARMSTRONG

STOKE PAGES

### Front or Rear Wheel Drive

I SHOULD like to express through the medium of AUTOSPORT my interest in the front wheel versus rear wheel drive controversy.

In a recent film of the "Five Century Grind", it was apparent that several cars used front wheel drive as superior cornering ability over a more conventional form, was exceedingly noticeable. I wish some side rule magician



"You may well say 'we must have turned left somewhere'"



would give interested readers like myself some authentic information upon the subject with regard to suspension layout, and the pros and cons of the differential-less form, against the sold variety names that used on the Emerson.

J. H. PARKIN.

ROTHSCHILD

### Rocket for Bolster

AS one of your regular readers and as a Bugatti owner and member of the B.H.C. for a good many years I wish to let you know that I consider Mr. John Bolster's reference in the *Prix* to a Bugatti as having an "inbuilt" or "inherent" as suspiciously biased and in very bad taste. Whether it deserves the title Mr. Bolster has earned for his appearance as an assembler of old iron and out of date cars and his casual penning of the above remark can have only a very adverse effect on Molsheim's current efforts to retain its active marketing of a marque many of us deeply respect.

Mr. Bolster calls the redesigned 3.3 Bugatti engine "very machinery"; he calls the XK 120 engine "the best". Would he have the temerity to compare the results in the performance of these two engines either in the dynamometer or on the road? I know he would not even do this for the reason of holding in contempt of a two-cylinder engine to call it a "four" or a "six".

If it comes to looking beneath the bonnet very few British or American cars compare too well. True, there are some new engines as such, but very few of them show an "inherent" or "inbuilt" design. I believe it can be fairly stated that Bugatti at least meets the challenge in power and improvements to its complete car. The external improvements and suggestions for two times as much for a 3.3 Bugatti as a 3.3 British and American cars and few of them, can match the performance. Price comparison is not significant—a 3.3-litre Bugatti would sell as reasonably as a Jaguar if produced in the same assembly line quantity.

If the Bugatti engine were British-made I rather imagine Mr. Bolster would refer to its "timelessness of design" and how it "still stands shoulder to shoulder in performance, precision of manufacture and beauty of finish with any production car in the world". The post-war trend of engine design is toward rather than away from what Bugatti has been doing for a generation.

Unless a technical writer can point out some fundamental weakness in the design or performance of a car or its components it would seem to be he should refrain from destructive and ill-considered remarks about manufacturers' products. He certainly accomplishes nothing to improve his reputation either as a gentleman or a scholar.

FRED H. RICHARDSON, JR.

SAN ANTONIO, TEXAS, U.S.A.

### 750 Formula Cars

MR. ALLEN has read too much into my letter in your issue of 4th January, 1952. It is Mr. Young and his hard core of slide rule and spanner wielding spectators that I was recommending to the 750 Club.

I am already a 750 member, but one of those despicable n.d.-pluggers with 1,172 c.c.s. in my own home-made special. With my thinning hair and ageing bones I feel I could not aspire to Mr. Young's heights, but I am still not yet reduced to talking and spectating only.

ROBERT HARLOW

DANBURY

### "Drunk in Charge"

I HAVE read your article on "Drunk in Charge" with interest. This, coming on top of the hysterical outbursts in the *Daily Express* is bound to create some uneasiness in the minds of those of us who are not 100 per cent teetotallers.

It would appear, as your writer states, that the annual dinner, hot-pot, to say nothing of the "noggin and natter" definitely to be avoided if under your own steam.

It is well known that strange things have been known to happen when large quantities of fresh air are taken on top of, shall we say, smaller quantities of ale, plus a "foggy" atmosphere. Under these circumstances, the only thing anyone, who finds himself however much "under the weather" can do is to continue home as straight (in more ways than

one) as he can. To stop under any circumstances (other, of course, than an accident) is, it seems, to ask for disqualification at the least. To park the car, other than in a garage, is likewise inviting court proceedings. So what is the unfortunate motorist to do except—

(a) sign the pledge;

(b) attend social functions without means of transport.

To my mind, what is required is an alteration in the law; as it stands at the moment the man or woman who realizes that he or she is not capable of driving properly and parks the car and does not get away from it pronto is just as harshly dealt with as the person who belts home at 60 m.p.h. and is caught by the motor patrol, which is, of course, reasonable. The one with a sense of responsibility, the other has not, one has probably avoided an accident, the other is mangled and looking for one.

I would say here and now that I hold no brief for drunken drivers nor have I any sympathy for a car which coughs but I have quite a bit of sympathy for the man who realizes he is tight, parks his car and ceases to drive. This surely is purely a technical offence and should be dealt with accordingly. It does not, of course, excuse his lapse in the first place.

The reason the scope of the police is I see it is supposed to prevent offences being committed and what is required is an alteration to the law in regard to the "in charge" section, following which, the best answer lies in the methods adopted by the B.H.C. police, namely, a driver finding himself incapable of driving his car for any reason at all, rings up the police, who send a policeman to take the car away. The car is also driven home for him, and provided the person concerned has initiated the call, no further action is taken. I do not know if any charge is made for this service, but even if one was, I would immediately keep the number of drinks down and anyone continuing to drive when incapable would deserve all he got.

G. T. GREENHALGH, M.B.E.

H.E.A., LIVERPOOL AIRPORT

### How Not to be "Drunk in Charge" . . .

HERE are a few tips to add to your "Drunk in Charge" article.

Insist on drinking a large cup of strong coffee 10 minutes before leaving a party where you have imbibed—even if you feel O.K. As most clubs are not in the habit of purveying non-alcoholics, a flask is a good tip.

"Beery" breath is an influencing factor on the best-natured P.C., so take a couple of "Amplex" tablets after the coffee to remove the fumes.

Should you be attending a function where you will be asked to "keep the others company" and are not interested in the forthcoming chess, take a tablespoonful of olive oil before the meeting starts. This will tend to neutralize the excess tonics and keep you soberish for a good session.

It is still better to take a taxi.

K. H. RIDD

HIGH SALINGTON

### Rally Time Checks

I WAS very pleased to see Mr. Lawson's letter in your issue of 11th January, as I am in complete agreement with him regarding secret time checks in rallies.

If a competitor only maintains his average speed over easy sections it will mean that he will have no time in hand for sections where the set average speed is very difficult to maintain. This may have the result that undue risks are taken over these severe sections, thus nullifying the effect of the secret time check. It may also mean no time for a stop for a quick cup of coffee, or for fuel.

There can be no objections to secret checks to ensure compliance with normal highway code requirements—by this I do not mean handflapping exercises, but stops at halt signs, and traffic signals, even if it should be in the small hours.

If a competitor is consistently guilty of bad road manners on rallies, then surely the R.A.C. could cancel, or suspend, his (or her) competition licence?

T. N. RICE

BIRMINGHAM, 30

(More Correspondence on page 91)



## NEWS FROM THE CLUBS

### PETERBOROUGH NIGHT RALLY

OWING to an error the date of the Peterborough M.C.'s Night Navigational Rally has been shown as one month in advance and should in fact read 16th/17th February. The locality in which this Rally takes place is immediately south of Peterborough, extending over Map No. 114 of the New Popular Edition of the Ordnance Survey.

Clubs invited to take part are Vintage, Sporting Owner-Driver, Hants and Berks, Falcon, A.C. Owners, Northampton and District, and Herts County Aero and Auto. The course will be approximately 100 miles in length and will consist of 10 control points to be visited during the night, with two special tests.

The start will be from the Crown Inn Great North Road, Eaton Socon, Beds, approximately 35 miles north of London, and the finish will be some 20 miles farther along the Great North Road towards Peterborough. The six-figure system of map references will be used, as employed by the Hants and Berks Motor Club.

### TENBY'S THIRD "ANNUAL"

THE third Annual Dinner of the Tenby M.C. took place at the Royal Gicle house Hotel, Tenby, on 11th January. It proved an outstanding event, with an attendance of 140. Amongst those present were Major Molyneux, Cyril Kieft, H. Phillips (the Club Chairman), O. H. J. Davies (the Club Captain), W. Lloyd Edwards, Mrs. Callingham, and Mr. and Mrs. "Wally" Hagan. Jack Moor and Ken Wharton were regretted absentees.

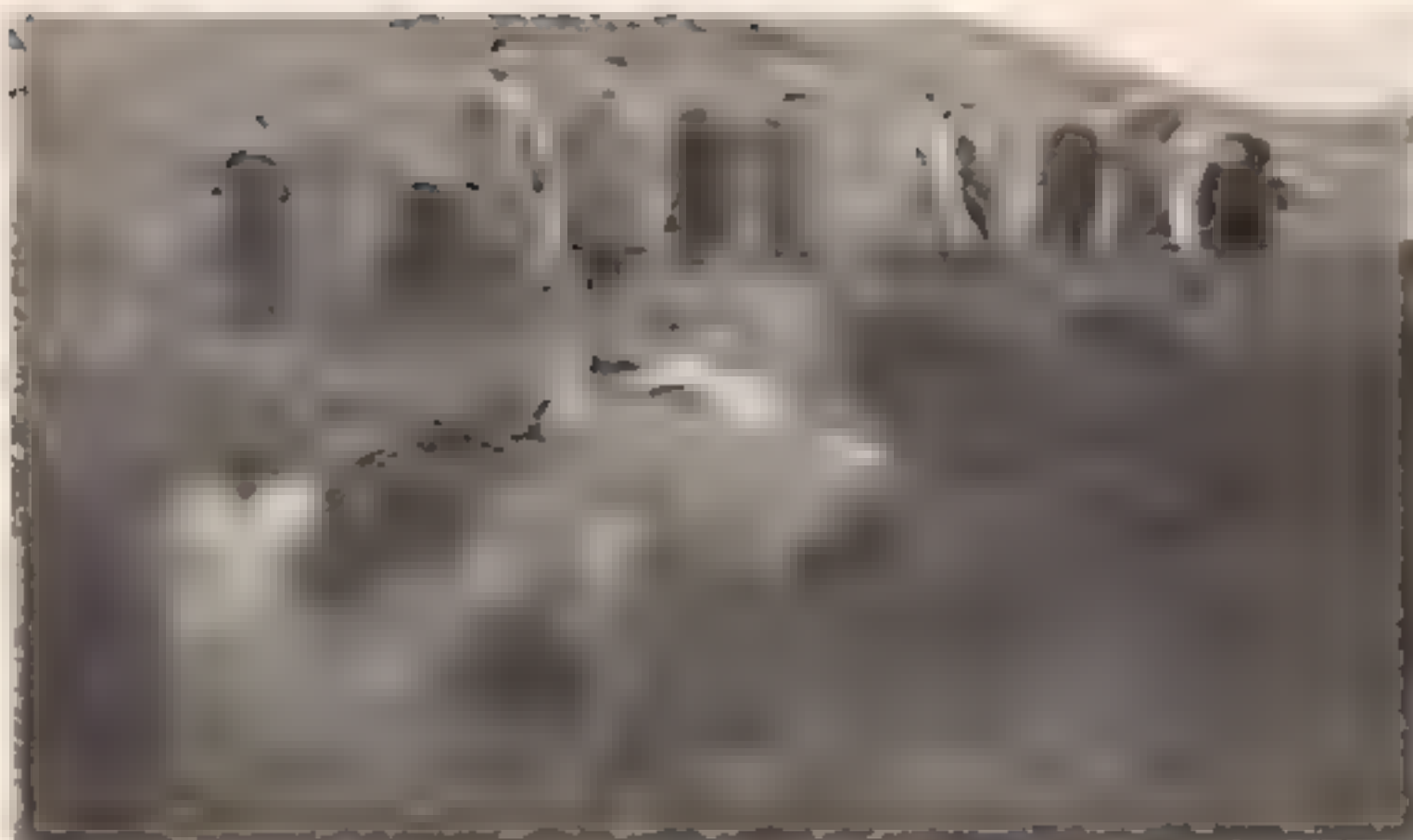
Awards were presented by the Lady Mayoress, Tenby, the rest of the evening being spent in dancing, until 1 a.m. when an excellent function ended.

### THE KITCHING TROPHY TRIAL

THE North Midland M.C.'s Kitching Trophy Trial on 17th February will start from the Rising Sun Hotel, Bamford, and not at the Marquis of Granby as originally announced.

### BEST BEST IN THE TEST

IN dry, overcast, wintry conditions on 13th January, the Bristol M.C. and L.C.C. overcame its previous month's "Fadden Fiasco" by putting on a seven-hill course of reasonable severity for its annual Chappell Cup Trial, held this year in the Shepton Mallett area, thanks to the co-operation of the Shepton Mallett Club. Out of 19 entries, six failed to start, the remainder completing the course. Gilbert Best tied with Wally Cuff, both losing no marks and



**EIRE TRIAL.** Last Saturday's Gratton Cup Trial organized by the Dublin University M.C. proved an excellent event. Johnnie Bell (Helford) is here seen climbing the second hairpin during the hill-climb. (Report on page 83)

Best taking the premier—in special test time.

### PROVISIONAL RESULTS

**Chappell Cup:** G. W. Best (1,205 Austin).

**1st Class Awards:** W. C. Cuff (1,172 Cuff Special); A. M. R. Mallock (1,081 Austin).

**2nd Class Awards:** I. D. L. Lewis (1,172 Ford); H. E. Roberts (1,172 Robros).

### NORTH MIDLAND TRIAL CANCELLED

THE Semi-Sporting Trial due to be held by the North Midland M.C. last Sunday in Derbyshire was cancelled at the last moment. Competitors, totalling 10, and including Cuth Harrison, Alan Hopkinson, Ken Scales and Tony A. Ted, had apparently reached the starting point when it became known that the event could not take place owing to lack of the necessary R.A.C. permit, application for which had reached Pall Mall too late. A social run was substituted.

### FRENCH SPORTING TRIAL

A MEETING to discuss the proposed French Sporting Trial has been arranged to take place in the Bell Hotel, Leicester, for Sunday, 20th January, at 11.0 a.m.

### CHANGE OF ADDRESS

#### CLUB SECRETARIES, PLEASE NOTE

AS announced elsewhere in this issue, "Autosport" has moved to larger premises, and our address is now 159 Praed Street, London, W 2 (Telephone: Editorial and General Office, Paddington 7673). Club Secretaries are invited to forward details of the activities of their clubs to this address, for inclusion in this section.

### A.M.O.C. (S.W.) XMAS PARTY

THE South Western area section of the Aston Martin O.C. will hold their Christmas party on 26th January, at the Mendip Hotel, Blagdon, beginning at 7 p.m.

### SHEFFIELD AND HALLAMSHIRE DINES

THE ballroom at the Grand Hotel, Sheffield, was up to capacity for the Sheffield and Hallamshire's Annual Dance and Prize Distribution last Friday. And there was no doubt about the Prize Distribution either, as there would probably have been room for another 50 guests if it hadn't been for the imposing display of silverware! The larger scale winners could have done with trailers for the removal of their spoil.

Stan Jenkins, acting as Toastmaster, was in a pugnacious mood and saw to it that nobody spoke—at least hardly anybody spoke—at too great length, but Ray Maltby, the Club's President, managed to make a point of the Sheffield and Hallamshire's approaching Golden Jubilee and of the Club's membership, which is now approaching 800. A pal of official doubt seems to hang over the future of racing at Gamston, but certain cracks in the cloud seemed to indicate that all may yet be well.

Of the principal guests, Lieut-Col Goldie Gardner and R. L. de B. Walkerley were on their feet briefly but to good point, the former recalling that he started his motoring career in a 1904 Excelsior.

### "BERKS" A.G.M.

THE Berkhamsted M.C. and L.C.C.'s Annual General Meeting will take place at the Kings Arms, Berkhamsted on Sunday, 20th January, commencing at 3 p.m. After tea at 5 p.m. a Film Show will take place, followed by the presentation to Don Parker of the Hutchinson Cup for the most successful showing in 1951 races by a club member.

(More News from the Clubs on page 90)

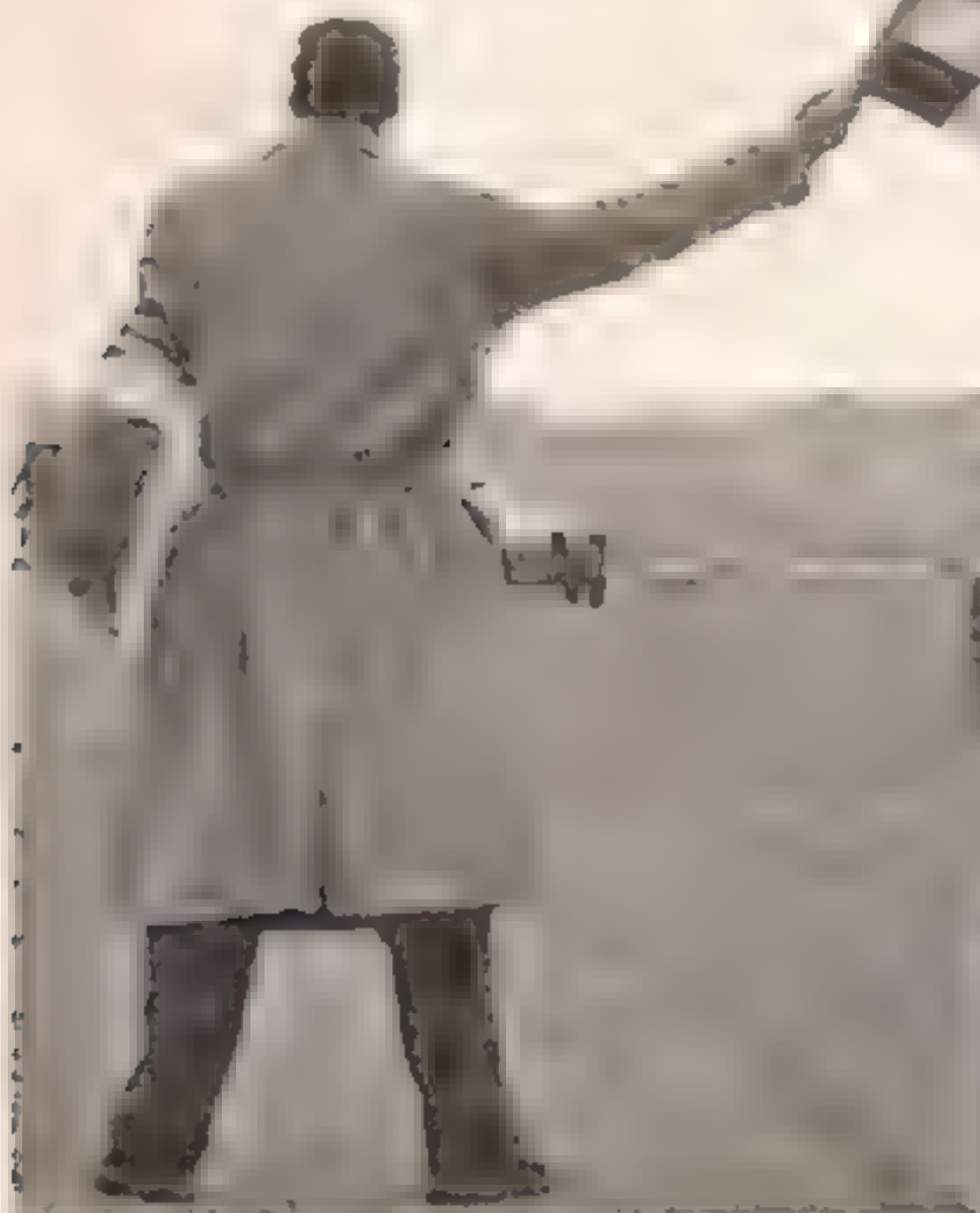


First in the *Motor Sport* analysis of the leading International sports-car races of the year—with the highest number of points, the Frazer-Nash is designated as—  
*"The most consistently successful sports-car of 1951."*

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in

## 1951



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- Silverstone (Division 1) 1st. Sports-car lap record
- Empire Trophy 1st and 2nd. Sports-car lap record.
- International Alpine Trial. Equal best performance 1st 2-litre Class
- Tourist Trophy 3rd in race. 1st 2-litre Class.
- Shelsley Walsh and Bo'ness. Fastest sports-car and record
- Grand Prix of Fona 1st
- Circuit of Sicily 3th of 194 starters. First English Car Winner 2-litre Class.
- Montlhéry 200 mile Record International Class First 120-130 m.p.h.
- Mille Miglia 30th of 300 starters. First English Car

**Frazer-Nash Cars (A.F.N. Ltd.)**  
**Falcon Works, Isleworth, Middlesex**





## MEASHAM RALLY

Honours for D. W. Showell (Bentley), Peter Binns (Vauxhall), Peter Reece (Riley), and R. Gouldburn (M.G.) in Midland V.S.C.C. Event

THE Midland section of the Vintage Sports-Car Club received an entry of 75 cars for their Measham Rally, which took place on the 5th and 6th January. Competitors set off from the Hawkestone Park Hotel, near Shrewsbury, first car leaving at 10.30 p.m. on Saturday night. Ashby-de-la-Zouch and the Measham Motor Sales Organization's extensive parking grounds were their objective, and the night run, enlivened by an abundance of mud in the lanes and some snow on higher points, reaped a goodly harvest of penalties. The route contained open and secret controls and time checks, and proved a stiff test for navigators, only two cars, Peter Reece's Riley Sprite and H. Whitehouse's A40 Austin completing the road section with clean cards. One car, a 1940 Lea-Francis driven by H. Spence, completed the course at the end of a tow-bar, after meeting with rear axle trouble.

Breakfast-minded competitors found that, on reaching Measham, they had to undergo an Arrival Test before hunger could be allayed. Cars were required to accelerate about 20 yards from a standing start, stop with front wheels past a line, reverse to clear the line with all four wheels, then proceed forward again about 30 yards to stop with both front wheels within a 12 ft. x 6 ft. rectangle. In this test mere males were surpassed by Miss L. Mould, driving a TC M.G., whose time of 12.5 secs. proved best of the day.

Breakfast was followed by fun amidst the pylons in a reverse-forward test through a row of four, spaced about 12 yards apart. R. Gouldburn's TD Midget was best here in 20 secs. The third and final test entailed a lap round one of the buildings, a halt to jack up the near side front wheel, giving it a spin to demonstrate that it really was clear of the ground, then lowering the car, stowing away the equipment and lapping the building again to a flying finish. Grand fun, and after frantically jacking and un-

jacking, drivers were thoroughly steamed up, some epic second laps being executed. Gouldburn again put up the best time in 48.5 secs, thus clinching him for first place in the Modern class ahead of Jack Newton's Bristol.

The Measham Challenge Trophy itself, for best overall performance by a Vintage car, went to D. W. Showell in his 1924 3-litre Bentley. Peter Binns's famous 30-98 Vauxhall took Class 1 (Vintage), and Peter Reece's Riley won Class 2 for best performance by a thoroughbred post-Vintage car. The navigators in Reece's Riley and Whitehouse's Austin shared the special Navigator's Award.

### RESULTS

**Measham Challenge Trophy** (best Vintage car driven by V.S.C.C. member)  
D. W. Showell (1924 3-litre Bentley)  
371 marks

**Class 1 (Vintage cars):** 1, P. I. E.

**MEASHAM G.P.** Oscar Moore slides his Ford Zephyr at the top turn during Test 3 of the V.S.C.C.'s successful Rally.

Binns (1924 30-98 Vauxhall), 369 marks.  
2, C. Robertson (1929 Riley "Nine"), 362 marks.  
3, B. R. Beebee (1927 2-litre Delage), 361 marks.

**Class 2 (Thoroughbred post-Vintage cars, V.S.C.C. drivers):** 1, P. B. Reece (1935 Riley 1½-litre Sprite), 413 marks.  
2, L. J. Sireton (1931 1½-litre Alvis), 411 marks.

**Class 3 (Modern cars, driven by members of invited clubs):** 1, R. Gouldburn (1951 TD M.G.), 451 marks.  
2, E. J. Newton (1948 2-litre Bristol), 416 marks.  
3, J. M. Collier (1947 2-litre Austin), 411 marks.

**Best Vintage Frazer-Nash Award:** J. H. Leigh (1933 1½-litre Frazer-Nash).

**Navigator's Award:** Shared by navigators of P. B. Reece's Riley and H. Whitehouse's Austin, which each gained 300 marks in road section.

### HERTS COUNTY GET-TOGETHER

THERE will be a "get-together" meeting of the Herts County Automobile and Aero Club tomorrow, 19th January, in the clubroom at Panshanger Aerodrome between Hatfield and Hertford, time 7.45 p.m.

The club's annual Dinner Dance will take place on 9th February, at Buck's Restaurant, Watford.

The Winter Cup Trial will be held on 3rd February. Invited clubs are Falcon, West Essex, 750, North West London, Harrow, Berkshire and Chiltern M.C.

### LEICESTERSHIRE CLUB ACTIVITIES

THE Leicestershire C.C. will hold their Annual General Meeting on 30th January at the Bell Hotel (Windsor Room), Humberside Gate, Leicester, commencing at 8 p.m. Booked for the near future are the Bacon Trophy Sporting Trial on 10th February, a Social Run devised by Ron Wright on 17th February, and the Annual Dinner Dance on the 28th.

More News from the Clubs on page 92



ARRIVAL TEST Jack Newton's Type 400 Bristol saloon in the forward-reverse-forward test at Measham



## Correspondence—continued

## Dangling Dollies

THESE are purely ornamental. Drivers such as "Vintagent" usually command my respect and admiration, but as a modern car owner, I feel it my duty to reply to Vintagent's letter, which contains several sly aspersions. Does he retain his individuality and that of his car by wearing a yellow scarf and socks, a coster's hat and a duffle coat, like most others of the same breed? Is his car's silencer baffles and the number-plate too muddy to be seen?—If so he is most unwise to preach individuality to modern car owners who are on the whole a meticulous lot and proud of it.

As one who enjoys mixing with the vintagent type, I suggest that all genuine motorists have more important subjects to discuss than dolls, and that they are more tolerant than Vintagent leads us to suppose.

Incidentally, my 1951 car has a mascot.

SIX EIGHTY

SO! THE NO-ON-SEA.

## Medical Certificates

IN the 28th December issue of your grand weekly I noticed a photo of Squadron-Leader Syd Greene driving his Frazer-Nash with one arm, and also note the number of successes gained by him in speed events and the fact that the new medical certificate may debar him from further competition.

Squadron-Leader Greene has probably lost his arm whilst on Active Service, and to debar him when he has already more than proved his ability to handle a car, would be a very grave injustice on the part of the R.A.C.

While I fully agree with a "medical" being necessary, I think that such cases (and I am sure there will be many) should be judged on the drivers' past experience and performances, otherwise we will find experienced drivers debarred although able to produce certificates from eminent medical authorities passing them as fit to drive.

This would appear to have happened at the Ulster Trophy event according to Mr. Clapham's letter (4th January issue). After all, quite a few of our most famous motoring and flying aces have been partly disabled and yet found no handicap from such.

Wishing your Journal every success

N. F. H. DUNCAN

ST. NDE-RT AND

## Sports-Car Racing at Reasonable Cost

THERE must be a very considerable number of enthusiasts who are anxious to participate in sports-car racing but who lack the necessary capital for the purchase and operation of a suitable sports-car on their own account.

I have been giving this problem some serious thought for a considerable time now and have reached a tentative conclusion that, by forming a team of some six persons, more or less, it should be possible to purchase and operate a car with some reasonable chance of success for a modest outlay per capita.

By such a scheme it should be possible for a band of enthusiasts to enjoy a little racing every season and thus gain valuable experience which they would otherwise have to forgo.

During the coming season there are a dozen or more meetings at which events for sports-cars will be run—and by supplementing the programme by hill-climbs and speed trials it should be possible to formulate a programme for the season which would give all members of the team a couple of drives or more for a fairly reasonable outlay.

Now I am prepared to devote a considerable amount of my free time to the organizing and running of such a team, on a voluntary basis, of course, should it be possible to form one.

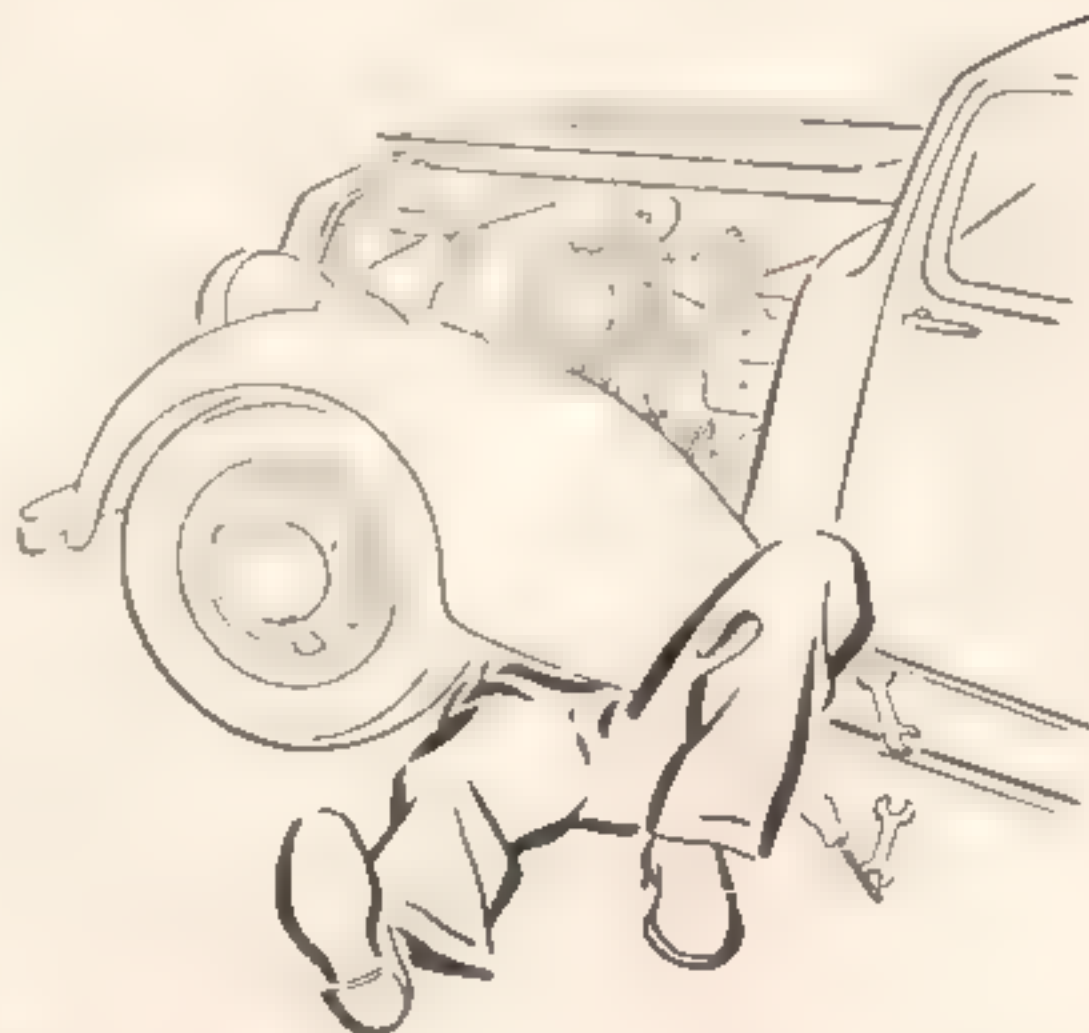
If any enthusiasts who may be interested in such a venture would care to write to me direct I would be happy to go into the matter with greater detail. It is necessary to work quickly if any results are to be obtained in the coming season, as the details regarding the acquisition and preparation of a suitable car must be settled as soon as possible.

M. O. IMRAY

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## News from the Clubs—continued

NORTH LONDON ENTHUSIASTS  
DINE AND DANCE

ON Friday, 11th January, the Hendon Hall Hotel was probably one of the gayest spots in the Home Counties. Occasion was the annual dinner-dance of the North London Enthusiasts C.C. at which there was a record turn-out. Missing "House Full" notices to be hung out well in advance. The toast of "The Club" was given by John Eason Gibson, who told some droll stories and uttered words of wisdom concerning competitors and competitions. The reply was by Jim (Leser-M.G.) Mayers who mentioned casually that Eason Gibson had rather stolen his (Mayers's) thunder by telling his pet after-dinner tale. Nevertheless, Jim managed to pull a fairly good one out of the hat.

The president, A. F. Rivers Fletcher, proposed "The Ladies—the Guests—and the Press". At least he was supposed to do so, but sat down without mentioning his toast at all, rising to remedy this after the following speaker had already begun. Rivers's speech was notable for a couple of really new stories. He was replied to by the Editor of AUTOSPORT who congratulated the N.L.E.C.C. on being a club which actually organized events mainly for its own members. The awards were presented by Penny Rivers Fletcher with Secretary George Bance in the role of "barker".

After dinner, the Crazy Gang took over. At least that's what it appeared like after the Mason-Bennett organization began its "never a dull moment" campaign. Amongst the strange things which happened were Mr. and Mrs. Eason Gibson doing an impromptu cabaret turn, all the males dancing in bare feet, tieless, with their partners wearing their jackets and shoes, and Mrs. Charles Meisl doing the can-can in most professional style.

## HAGLEY'S "ANNUAL"

THE Annual Dinner/Dance of the Hagley and District L.C.C. will take place at the Dudley Zoo on Friday, 7th March.

## TIPPERARY L.C. AND M.C.C. A.G.M.

THE Stonethrowers held their second annual general meeting at the "Ormonde" Hotel, Clonmel, on the last Saturday of 1951. Attendance of members was somewhat disappointing, only the "evergreens" turning up. However, the Committee was able to report that 1951 was a highly successful year for the club. The Tipperary Hill Climb bids to become a real "National" event, and if the club can pull a few more trials out of the bag like that staged last November at "The Crag" this young club will soon be classed as one of the better veterans.

Mick Burke was re-elected President. Jack O'Donoghue was elected Vice-President and Al O'C-Gibblings, Competitions Secretary for the coming year. Al Gibblings is to be assisted in his arduous and thankless task by two joint General Secretaries, J. Kavanagh and K. Burke. Dick Dalton takes over the position of Treasurer from J. Henry who is retiring. Thanks to Mr. Henry the club's finances are very sound, and if all members co-operate by paying up

## COMING ATTRACTIONS

January 18th. Ulster A.C. Night Trial  
Start Montgomery Road, Belfast,  
7 p.m.

January 19th. Irish M.R.C. Winter  
Trial

January 19th-20th. Brussels Inter-  
national Motor Show.

January 20th. Maidstone and Mid-  
Kent M.C. Tyrwhitt-Drake Cup  
Trial. Start Tudor House, Near-  
sted 11 a.m.

East Anglian New Year M.C.  
Rally  
Torbay M.C. Production Car Run,  
Dartmouth

Rio de Janeiro G.P., Gaven Circuit,  
Brazil

January 22nd-29th. Monte Carlo  
Rally

January 26th-27th. Hants and Berks  
M.C. U.H. & U.L.M.C. Night  
Navigation Rally. Start Queen o'  
Hearts Café, Hindhead, Surrey, 7  
p.m.

Morgan 4 4 Club Midlands Rally.

January 27th. Circuit of Agadir (1)  
Morocco

Lancs & Cheshire M.C. Winter  
Sporting Trial. Start Waggon and  
Horses, Mottram, near Ashton-  
under-Lyme, 10.30 a.m.

Limerick M.C. Winter Trial, Eire  
North Devon M.C. Houlford  
Memorial Trial. Start New Inn  
Hotel, Muddiford, near Barnstaple,  
10.30 a.m.

Manchester Univ. M.C. Hawthth  
Cup Trial, N. Wales.

their subs. early in the year and by doing their bit selling tickets for the raffle of the A40-engined M.G., they will materially help towards making 1952 the best yet. Motor sport is an expensive business for clubs, too!

After the general meeting, a well-attended "Smoker" was held. Prizes for 1951 were presented and an impressive array they made lined up on a side-board. Val Barker won the "Stonethrowers" Cup for best all-round performance in club events for the year. As the "Smoker" progressed the steering characteristics of some of the prominent members underwent a radical change and some of the "quieter" members became as noisy as a Grand Prix car in the overrun. A good time was had by one and all.

The club's first open date for 1952 is the "Traders Cup" Trial on 10th February. There will be classes for saloons, sports-cars and specials. Prize-competitions will be wound up at Johnstown, Co. Kilkenny, with, it is hoped, a real "country" dance. The "Traders Cup" will be presented there and the draw for the A40-engined M.G. will take place during the dance. Entry forms can be obtained from A. O'C-Gibblings, Hon. Competitions Secretary, 54 Irishtown Clonmel, Co. Tipperary.

## "750" MONTHLY MEETING

AT the customary monthly meeting of the 750 M.C. held at the Abbey Hotel, Stonebridge Park, the chief entertainment was a film show given by Shell Films Organization.

## POINT-TO-POINT

A RECORD number of entrants in a wide variety of cars supported the Hants and Berks M.C. Point-to-Point held on Sunday, 13th January. This exacting test of accuracy in both reading an Ordnance Survey map and navigating thereby was won by A. C. Tooth (Rolls-Royce), D. H. Small being second, and J. Lowrey third. Remaining award winners are: 4th, S. Moore; 5th, P. M. Scraec; 6th, K. Dixon; 7th, L. G. Quinney; 8th, D. Adams; 9th, B. Parnham.

## MID-SURREY A.G.M.

THE Annual General Meeting of the Mid Surrey A.C. will be held at the "Queen Adelaide" Hotel, Kingston Road, Ewell, Surrey, on Friday, 1st February, at 8 p.m.

Although the R.A.C. has only granted a closed licence to Mid-Surrey events for the coming season, a full programme is being prepared, starting with a map-reading contest on 9th March.

## NORTH DEVON TRIAL

THE North Devon Motor Club will hold their Houlford Memorial Trial for cars on Sunday, 27th January. This is a closed invitation event and invited clubs are Bristol, Exmoor, NW London, Plymouth, Taunton, W. Hants and Dorset and West of England. The trial starts at 10.30 a.m. from the Club's headquarters, the New Inn Hotel, Muddiford, which is three miles from Barnstaple. Hotel and filling station facilities are available.

## CLUB FIXTURES

Mid-Cheshire M.C.—A.G.M., 18th January. White Barn Hotel, 8 p.m.

Citroen C.C.—"Get-together", 18th January. White Hart, Blechingley, Surrey.

Bentley Owners' Club.—Noggin and Natter, 19th January. Rose and Crown, Lyng, Somerset, 7.30 p.m.

Bentley Drivers' Club.—Meetings, 19th January. Trewince Country House, Port Navas, Cornwall, 7.45 p.m.  
King's Arms Inn, Salisbury, 7 p.m.  
20th January. Bell Hotel, Aston Clinton, Bucks, 12 noon.  
24th January. Plough and Harrow, Birmingham, 7 p.m.

East Anglian M.C.—A.G.M., 20th January.

750 M.C.—Buffet and Dance, 23rd January.

Village S.C.C.—Last Thursday meetings, 24th January. Jolly Farmer, Enfield Middlesex  
(Northern Section), The Crescent, Ilkley, Yorks.

Cemian M.C.—A.G.M., 24th January. Lotus Restaurant, Haymarket, London, W.1.

B.A.R.C. (Yorks centre).—Film Show, 24th January. The Mansion, Roundhay Park, Leeds, 7.30 p.m.

Solihull Motor Enthusiasts' Club.—Meeting, 24th January, Mason's Arms, High Street, Solihull, 7.30 p.m.

Hants and Berks M.C.—Last Friday meeting, 25th January. New Inn, Eversley, 8 p.m.

(More News from the Clubs on page 96)



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BENTLEY, 1924 Red Label 4-seater tourer. Chrome radiator Resprayed, new hood, etc.	£325
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BENTLEY, 4-litre (Reg. 1950) Rebuilt, £10 tax drophead coupe	£500
FIAT, 1926 27 h.p. 6-seater tourer. 8 miles only	£185
INVICTA, 1930 4-litre 4-seater tourer £10 tax. Completely rebuilt	£350
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LAGONDA RAPIER 10 h.p. Drophead	£325
RILEY LYNX, 1935 4-seater tourer	£325
ROLLS TWENTY, 1927 saloon by Rippon.	£300
ROLLS TWENTY, 1928 fixedhead coupe by Park Ward	£300
ROLLS TWENTY, 1928 tourer by Barker £1150 spent last three years	£585
ROLLS TWENTY, 1929 saloon by Cockshott	£350
ROLLS TWENTY-FIVE, 1932 four door drophead coupe	£675

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1936 M.G. NA Magnette 2-seater	£245
1934 M.G. J2 18 h.p. 2-seater	£225
1937 M.G. 1500 cc. 4-seater, 1945 and 1975	£425 and £375
1936 M.G. 1500 cc. 4-seater	£355
1938 M.G. 2-seater	£345
1937 M.G. TA 2-seater	£365
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1937 MORRIS 8 4-seater tourer	£255
1933 MORRIS Minor 8 h.p. 2-seater	£295
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**ALTON GARAGE** of Paddington offer at £40 deposit only: 195 Standard 10 saloon; 195 Hillman Minx saloon; 190 Morris Minor saloon; 185 Austin 16 de luxe; 185 Alfa 12/50 sports saloon; 185 Morris Oxford 2-seater. Many others are available and although some require a little attention, every facility to inspection is afforded.—Alton Garage, 17-19 Brook Mews North, Craven Road, W.2. Pad 1952.

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## News from the Clubs—continued.

## EASTBOURNE FILM SHOW

As already announced in these columns, the B.A.R.C.'s "Midnight Matinée" film show held at the Curzon Cinema on 11th January, is to be repeated for the benefit of members in the Sussex area on Friday, 1st February, at the Picturedrome, Langney Road, Eastbourne.

The film show will be preceded by an informal supper at the Mansion Hotel, on the sea-front, when guest of honour will be Goldie Gardner. Information and tickets are available from R. L. J. Ticehurst, of 76 Peppercombe Road, Eastbourne.

## THE M.C.C. "EXETER"

## Morgan Team Wins 1951 Championship

FURTHER to the provisional results of the "Exeter", the M.C.C. announce the following awards:—

**Second Class:** A. J. O'Shea (990 Morgan 3-wheeler); A. Lewis Jones (747 Reliant 3-wheeler).

The team award went to A. G. Curwen (Austin 7), A. D. Hasemer (Austin 7), and R. E. C. Brookes (1,172 E.R.P. Special), and not to the Morgans as stated in AUTOSPORT. The Morgan team, however, have won the 1951 M.C.C. Team Championship, for best team performances in the Land's End Trial, Exeter Trial and Edinburgh Rally. The team comprised Peter Morgan (Plus Four), Jim Goodall (Plus Four), and C. J. McCann (4/4).

## EASTERN COUNTIES A.G.M.

**Forty-eight** members were present at the Annual General Meeting of the Eastern Counties Motor Club, held on 9th January at the Red Lion, Martlesham, at which the officers and committee for 1952 were elected, these being: Chairman, R. R. Blake; Vice-chairman, L. J. Coe; General Secretary, L. H. B. Hatherell; Competitions Secretary, H. F. Murland; Treasurer, J. Whitfield King; Committee, Mrs. Laverton and Messrs. C. M. S. Abbott, J. Abbott, J. Brown, E. Kinnell, N. G. Perkins, Capt. P. Rayner Green, Dr. A. Sherlock, D. Smith.

The retiring Chairman, Mr. C. M. S. Abbott, reported that membership had

grown from 72 members at the time of the last A.G.M. to 176 at the present time, and that a very successful and well supported programme of social and sporting events had been held during 1951. He also mentioned that an ambitious programme had been drafted for 1952, the organization of many of the earlier events being already well in hand. The members' confidence in the 1951 Committee was shown by its re-election, with additions.

The address of the General Secretary, L. H. B. Hatherell, is "Rendcombe", 14 Chelworth Avenue, Ipswich.

## NEW LOTHIAN HON. SECRETARY

**MR. DAN MCKAY**, a solicitor of the Supreme Court and Notary Public, and an enthusiastic and capable engineer, is appointed as the new Honorary Secretary of the Lothian Car Club (Edinburgh), Ltd., one of the co-organizing clubs of the Winfield, Berwickshire, racing circuit. Mr. McKay succeeds Mr. Malcolm Smith, a wartime D.F.C., who relinquishes the post of Hon. Secretary of the L.C.C. and his appointment on the Winfield Joint Committee due to a move to the south of England where he will take up a new post with his firm.

Mr. McKay will represent, with Mr. J. A. Dick Peddie, W. S. and Dr. J. G. Waugh, the L.C.C. on the organizing committee for the circuit. Having been awarded the International Permit for a race meeting on 21st June (the first in Scotland) the committee is now preparing to renew the track's worst surfaces.

Communications to the Lothian Car Club should now be addressed to Mr. McKay, at 7 Rutland Square, Edinburgh.

## NOTTINGHAM S.C.C. AGENDA

A "TRIPER" (rigger and rowing expression, it seems, denoting a gathering for the consumption of ale!) will be held on 25th January, at 8 p.m., by the Nottingham S.C.C. at the Garden City Hotel, Mansfield Road, Nottingham, for those male members who have assisted at Club events during the past year. It is hoped that several well-known motoring personalities will be present.

On four consecutive nights from 30th January to 2nd February, a two hours film show will be held in Mr. Truman's

private cinema, the programme including Castrol, Esso and Shell films.

The Annual Dance has been postponed and will now take place on 22nd February at the George Hotel, Nottingham. Details can be obtained from the Secretary, 14 Upper College Street, Nottingham.

## SHENSTONE DANCE

ON Friday, 8th February, the Shenstone and District C.C. will be holding their Annual Dance and Prize Presentation at the Parson and Clerk Hotel, Chester Road, Streetly, Staffs, from 8 p.m. to 1 a.m.

Tickets for this function can be obtained from E. K. Ashby, of 97 Walsall Road, Aldridge, Staffs, at 10s. 6d. each.

## ASTON MARTIN O.C. FIXTURES

THE provisional programme of 1952 events to be run by the Aston Martin Owners' Club is as follows:

12th April, Closed Invitation Road Trial (Harrogate or Huddersfield).

3rd May, Closed Invitation Meeting, Snetterton Airfield.

18th May, Closed Driving Tests, Stapleford Tawney Airfield.

26th July, St. John Horsfall Race Meeting (closed invitation), Silverstone.

27th July, Closed Rally, Banbury.

23rd August, National 12 Hours Sports-Car Race.

7th September, Surrey Rally and Treasure Hunt.

21st September, Closed Race Meeting, Snetterton Airfield.

Whilst recognizing that the above are provisional, the proposed 12 Hours Sports-Car Race on 23rd August will arouse much curiosity and interest. "When" is settled, it seems; "where" and "how" are questions yet to be answered.

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.



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